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Ontario. Legislative Assembly

SESSIONAL PAPERS

VOL. XLVIII.—PART V.

SECOND SESSION

OF THE

FOURTEENTH LEGISLATURE

OF THE

PROVINCE OF ONTARIO

SESSION. 1916

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- No. 11 Report of the Registrar of Friendly Societies' transactions for the year 1915. Presented to the Legislature, March 17th, 1916. *Printed.*
- No. 12 Loan Corporations—Statements made by Building Societies, Loan Companies and Loaning, Land and Trust Companies, for the year 1915. Presented to the Legislature, March 17th, 1916. *Printed.*

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- No. 13 Report of the Department of Public Works for the year 1915. Presented to the Legislature, March 21st, 1916. *Printed.*
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- No. 15 Report on Highway Improvement for the year 1915. Presented to the Legislature, April 5th, 1916. *Printed.*
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- No. 20 Report of the Registrar-General upon Births, Marriages and Deaths for the year 1915. Presented to the Legislature, March 9th, 1916. *Printed.*
- No. 21 Report of the Provincial Board of Health for the year 1915. Presented to the Legislature, March 2nd, 1916. *Printed.*

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- No. 23 Report upon the Hospitals for Idiots and Epileptics at Orillia and Woodstock for the year 1915. Presented to the Legislature, April 19th, 1916. *Printed.*
- No. 24 Report upon the Feeble-Minded in Ontario for the year 1915. Presented to the Legislature, March 24th, 1916. *Printed.*
- No. 25 Report upon the Hospitals and Charities of the Province for the year 1915. Presented to the Legislature, April 13th, 1916. *Printed.*
- No. 26 Report upon the Prisons and Reformatories of the Province for the year 1915. Presented to the Legislature, April 11th, 1916. *Printed.*
- No. 27 Report upon the Neglected and Dependent Children of the Province for the year 1915. Presented to the Legislature, April 12th, 1916. *Printed.*
- No. 28 Report upon the operation of the Liquor License Acts in the Province during the year 1915. Presented to the Legislature, March 2nd, 1916. *Printed.*

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- No. 31 Report of the Ontario Veterinary College for the year 1915. Presented to the Legislature, April 19th, 1916. *Printed.*
- No. 32 Report of the Agricultural and Experimental Union for the year 1915. Presented to the Legislature, April 17th, 1916. *Printed.*
- No. 33 Report of the Corn Growers' Association for the year 1915. Presented to the Legislature, April 14th, 1916. *Printed.*
- No. 34 Report of the Vegetable Growers' Association for the year 1915. Presented to the Legislature, April 17th, 1916. *Printed.*
- No. 35 Report of the Bee-Keepers' Association for the year 1915. Presented to the Legislature, April 14th, 1916. *Printed.*

No. 36 Report of the Entomological Society for the year 1915. Presented to the Legislature, April 17th, 1916. *Printed.*

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No. 40 Report of the Farmers' Institutes of the Province for the year 1915. Presented to the Legislature, April 18th, 1916. *Printed.*

No. 41 Report of the Women's Institutes of the Province for the year 1915. Presented to the Legislature, April 14th, 1916. *Printed.*

No. 42 Report of the Agricultural Societies of the Province for the year 1915. Presented to the Legislature, April 17th, 1916. *Printed.*

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No. 45 Report of the Bureau of Industries for the year 1915. Presented to the Legislature, April 17th, 1916. *Printed.*

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- No. 51 Report of the Provincial Archivist for the year 1915. Presented to the Legislature, April 10th, 1916. *Printed.*
- No. 52 Report of the Librarian upon the State of the Library. Presented to the Legislature, March 1st, 1916. *Not printed.*
- No. 53 Provincial Auditor's Statements for the year 1915. Presented to the Legislature, March 15th, 1916. *Printed.*
- No. 54 Report of the Workmen's Compensation Board to the 31st December, 1915. Presented to the Legislature, April 14th, 1916. *Printed.*

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- No. 56 Report on the British Red Cross Fund, Trafalgar Day. Presented to the Legislature, April 18th, 1916. *Printed.*
- No. 57 Return to an Address, of the 5th March, 1915, to His Honour the Lieutenant-Governor praying that he will cause to be laid before this House a Return of: 1. Copies of all petitions or requests or communications received by the Government from Trades and Labour Councils, Municipal Authorities, Social and Philanthropic organizations, or other societies, organizations or individuals, in reference to the conditions of Unemployment in the Province, and in reference to governmental action to relieve conditions of unemployment. 2. All communications passing between the Government of Canada and the Government of Ontario, or any officer or official of the Governments respectively, in reference to conditions of unemployment, and as to governmental action in reference thereto. 3. A statement showing what action has been taken by the Government to relieve conditions of unemployment in the Province. 4. Copy of the Orders-in-Council appointing the Commission to investigate the conditions of Unemployment, and defining the scope of the work of the Commission. *Mr. Rowell.* Presented to the Legislature, March 1st, 1916. *Not printed.*
- No. 58 Return to an Order of the House of the 1st April, 1915, for a Return showing: 1. All correspondence between the Government or any officer or official thereof and all Councils of Women and all other persons, societies or associations, in reference to the establishment of Houses of Refuge in municipalities and in regard to legislation for the purpose of requiring municipalities to establish Houses of Refuge for the care of feeble-minded and unfortunate persons. 2. All correspondence or communications between the Government or any officer or official thereof and the Councils of municipalities or any officer or official thereof.

with reference to the compulsory establishment by municipalities of Houses of Refuge for feeble-minded and unfortunate persons. Mr. *Hurdman*. Presented to the Legislature, March 1st, 1916. *Not printed.*

- No. 59 Return to an Order of the House of the 1st April, 1915, for a Return showing: 1. A copy of all the proceedings in the Police Court in the City of Toronto in the charge made against Herbert Capewell for demanding commission on certain Government Military contracts for the supply of boots for the Canadian Expeditionary Force, including therein the evidence and the Police Magistrate's judgment and commitment. 2. A copy of the record of the proceedings on the trial of the said Herbert Capewell before His Honour Judge Coatsworth in the County Judge's Criminal Court of the County of York, including the evidence, statements of Counsel and statement of acquittal. Mr. *Atkinson*. Presented to the Legislature, March 1st, 1916. *Not printed.*
- No. 60 Return to an Order of the House of the 1st April, 1915, for a Return showing: 1. What Fishermen received fishing licenses in Manitoulin Island for the fishing season, 1914, and upon what dates were these licenses granted respectively. 2. What Fishermen received fishing licenses for the year 1915, and upon what dates were these licenses granted respectively. Mr. *Parliament*. Presented to the Legislature, March 1st, 1916. *Not printed.*
- No. 61 Copies of Orders-in-Council and Regulations made under the authority of the Department of Education. Presented to the Legislature, March 2nd, 1916. *Printed for distribution.*
- No. 62 Report of the Monteith Demonstration Farm, 1915. Presented to the Legislature, April 14th, 1916. *Printed.*
- No. 63 Report of the Northern Development Branch of the Department of Lands, Forests and Mines for the year 1915. Presented to the Legislature, March 13th, 1916. *Printed.*
- No. 64 Copies of Orders-in-Council under Subsection 6 of Section 78, Chapter 62, R.S.O., 1914, relating to Surrogate Courts. Presented to the Legislature, March 7th, 1916. *Not printed.*
- No. 65 Return to an Order of the House of the 25th March, 1915, for a Return showing: 1. How many Dining or Buffet Cars have the T. & N. O. Railway purchased, and what was the date of purchase, and the price paid for the said cars respectively. 2. How many of such cars are in actual use upon the railway. Mr. *Ferguson (Kent)*. Presented to the Legislature, March 7th, 1916. *Not printed.*

- No. 66 Return to an Order of the House of the 25th March, 1915, for a Return showing: 1. With what Fire Insurance Companies did the T. & N. O. Railway place its Fire Insurance for the fiscal year ending 31st October, 1914, and through what agents was the Insurance placed. 2. With what Fire Insurance Companies has the T. & N. O. Railway Company placed its Fire Insurance for the current year, and through what agents has the Insurance been placed. Mr. *Davidson*. Presented to the Legislature, March 7th, 1916. *Not printed*.
- No. 67 Return to an Order of the House, of the 1st April, 1915, for a Return showing: 1. If any requests have been made by the Lieutenant-Governor in Council to the Hydro-Electric Power Commission under section 3 of the Hydro-Electric Railway Act, 1914, to inquire into and report upon the proposed electric railways in Ontario. 2. If requests have been made, what are the dates upon which such requests were made and with respect to what railways or territories were such requests made. 3. What reports, if any, have been received by the Lieutenant-Governor in Council on the proposed Hydro-Electric Railways in Ontario. 4. Has the Lieutenant-Governor in Council approved the construction of any such railways; if so, which ones. Mr. *Richardson*. Presented to the Legislature, March 7th, 1916. *Not printed*.
- No. 68 Return to an Order of the House of the 13th March, 1916, for a Return showing: 1. Copies of all correspondence between the Government of the Province of Ontario, or any officer or official thereof, and the Government of the Dominion of Canada, or any officer or official thereof, with reference to the care of or provision for returned soldiers, and particularly assisting returned soldiers to secure employment. 2. Copies of all resolutions passed at a conference between representatives of the Government of Canada and of the Provinces, in reference to the care of and provision for returned soldiers. 3. Copy of the document setting out the understanding arrived at between the Government of Canada and the Governments of the different Provinces in reference to the care of the said soldiers. Mr. *Rowell*. Presented to the House March 15th, 1916. *Not printed*.
- No. 69 Return to an Order of the House of the 13th March, 1916, for a Return showing: 1. The names and addresses respectively of the persons who attended the short course of Instructions for Judges at Fall Fairs given at the Ontario Agricultural College at Guelph in June, 1915. 2. The names and addresses respectively of the persons who attended the Course of Instruction for Judges at Fall Fairs at the Experimental Farm, Ottawa, in 1915. 3. The names and addresses of the persons who were appointed by the Government as Judges at Fall Fairs in 1915, and what departments or classes did each judge respectively. Mr. *Ham*. Presented to the Legislature, March 17th, 1916. *Not printed*.

- No. 70 Return to an Order of the House of the 6th March, 1916, for a Return showing how much of the sum received by the Government on account of the War Tax, 1915, has been expended and for what purposes has the money been expended and the amount of the expenditure for such purposes respectively. *Mr. Bowman.* Presented to the Legislature, March 20th, 1916. *Not printed.*
- No. 71 Return to an Order of the House of the 24th March, 1915, for a Return showing: 1. What is the total number of employers of labour coming under Schedule 1 of The Workmen's Compensation Act, as reported to the Workmen's Compensation Board. 2. What is the total number of employees so reported. 3. What is the total amount of the assessment for the year 1915 for such employers. 4. How much has been received to date in respect of such assessment. 5. How much is on deposit to the credit of this fund to date. 6. Where and to whose credit are the moneys on deposit. *Mr. Hurdman.* Presented to the Legislature, March 21st, 1916. *Not printed.*
- No. 72 Return to an Order of the House of the 25th March, 1915, for a Return showing: 1. If the Workmen's Compensation Board levied its assessment upon employers upon the basis of current cost, or the capitalized value. 2. If not on the basis of current cost, what amount or percentage has been added to the assessment over and above current cost. 3. If the Workmen's Compensation Board established a Reserve Fund under section 92 of The Workmen's Compensation Act. 4. If so, what amount or percentage has been included in the sum assessed upon employers to provide this Reserve Fund. *Mr. Elliott.* Presented to the Legislature, March 21st, 1916. *Not printed.*
- No. 73 Return to an Order of the House of the 24th March, 1915, for a Return showing: 1. What is the total number of employers of labour coming under Schedule 2 of The Workmen's Compensation Act, so far as ascertained by the Workmen's Compensation Board. 2. What is the total number of employees under section 2. 3. What is the total number of employers coming under section 3, so far as the Workmen's Compensation Board has been able to ascertain. 4. What is the total number of employees coming under section 3, so far as the Workmen's Compensation Board has been able to ascertain. *Mr. Davidson.* Presented to the Legislature, March 21st, 1916. *Not printed.*
- No. 74 Return to an Order of the House of the 21st March, 1916, for a Return showing: 1. Copies of all correspondence which passed between the Government, or any officer or official thereof, in reference to the granting of bail in the case of *Rex vs. Friedman*, heard at Sault Ste. Marie, Ontario. 2. Copies of all correspondence received by the Government from any source in reference to the granting, or refusal, of bail in said case. *Mr. Proudfoot.* Presented to the Legislature, March 22nd, 1916. *Not printed.*

- No. 75 Return to an Order of the House of the 22nd March, 1916, for a Return showing what were the dates and amounts of the several payments made by the Province to aid Recruiting, and to whom were such payments made. Mr. *Ham*. Presented to the Legislature, March 22nd, 1916. *Not printed*.
- No. 76 Return to an Order of the House of the 22nd March, 1916, for a Return showing what were the dates and the amounts of the several payments made by the Government of Ontario in respect of the Ontario Military Hospital, and to whom were such payments respectively made. Mr. *Richardson*. Presented to the Legislature, March 22nd, 1916. *Not printed*.
- No. 77 Return to an Order of the House of the 29th March, 1915, for a Return showing: All correspondence received by the Government or any member or official thereof with reference to the appointment of present members to the Workmen's Compensation Board, or in support of the applications of the said members to be so appointed. Mr. *Carter*. Presented to the Legislature, March 28th, 1916. *Not printed*.
- No. 78 Return to an Order of the House of the 1st April, 1915, for a Return showing: 1. How many persons in the employ of the Province or the Government are now serving with the Canadian or Allies' armies. 2. What are the names of the persons so serving, and what salaries do they respectively receive from the Government. Mr. *Racine*. Presented to the Legislature, March 28th, 1916. *Not printed*.
- No. 79 Return to an Order of the House of the 24th March, 1916, for a Return giving the names of all persons employed in the Civil Service of the Province who have enlisted for overseas service with the Canadian Expeditionary Forces since the commencement of the War to date. Mr. *McCrae*. Presented to the Legislature, March 28th, 1916. *Not printed*.
- No. 80 Return to an Order of the House of the 31st March, 1916, for a Return showing: 1. All correspondence between the Government of Ontario, or any member or official thereof, and the Canada Copper Company or the International Nickel Company, or any officer or official of either of the said Companies, in reference to the tax to be paid to the Province of Ontario in respect of the profits made on the nickel mining operations carried on within the Province of Ontario by or on behalf of the said Companies, or either of them. Mr. *Carter*. Presented to the Legislature, April 4th, 1916. *Not printed*.
- No. 81 Return to an Order of the House of the 22nd March, 1915, for a Return showing: 1. Who is the Police Magistrate for the City of Windsor. 2. When was he appointed. 3. Whom did he

succeed. 4. What salary does he receive from the City of Windsor. 5. How much from fees for convictions in County cases. 6. What amount in fees and costs in County cases has he collected from the 1st day of December, 1908, to the 1st day of January, 1915. 7. What amount for convictions in County cases has the Police Magistrate paid to the County Treasurer from the 1st December, 1908, to the 1st January, 1915. 8. What convictions has he reported to the Clerk of the Peace for Essex County from September 1st, 1914, to date. Mr. *Ducharme*. Presented to the Legislature, April 5th, 1916. *Not printed*.

No. 82 Return to an Order of the House of the 22nd March, 1915, for a Return showing: 1. Who is the Police Magistrate for Amherstburg. 2. When was he appointed. 3. Whom did he succeed. 4. What convictions has he reported. 5. What amount of fees and fines has he collected during his term of office. 6. What disposition was made by him of these fees and fines. Mr. *Tolmie*. Presented to the Legislature, April 5th, 1916. *Not printed*.

No. 83 Return to an Order of the House of the 3rd April, 1916, for a Return of copies of all correspondence or other papers and documents which passed between J. H. Carrique, of the City of Toronto, or any other person or persons and the Attorney-General or any official of his Department or of any Department of the Government in connection with, or arising out of, a request made by the said J. H. Carrique to have Robert M. Catts and Edward C. Hill extradited from the United States of America on a charge that they had defrauded him out of the sum of \$5,000. Mr. *Proudfoot*. Presented to the Legislature, April 6th, 1916. *Not printed*.

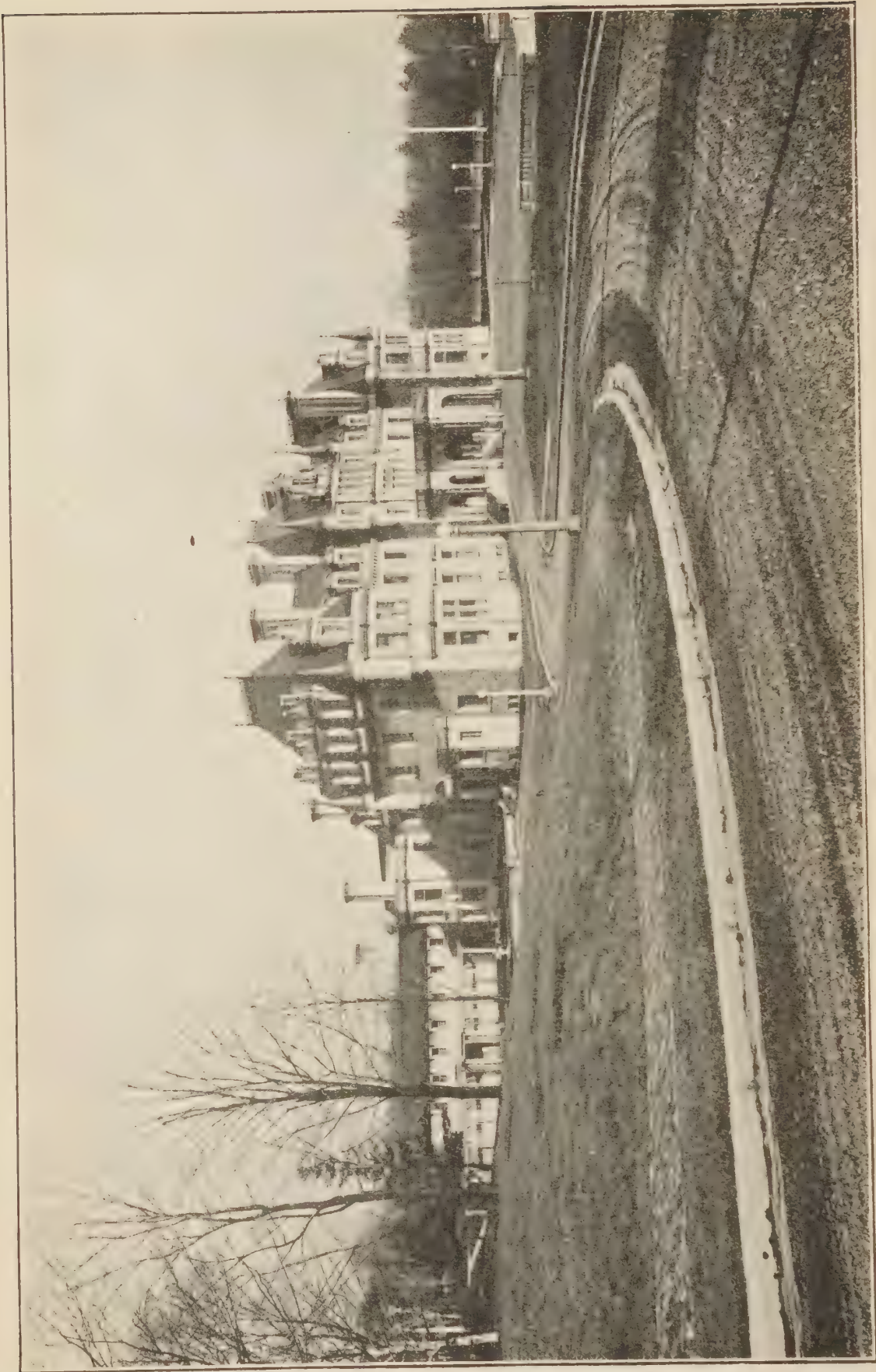
No. 84 Report of the Decisions in cases arising under "The Municipal Drainage Act," together with other cases analagous thereto and The General Rules relating to practice and procedure under the said Act. Presented to the Legislature, April 7th, 1916. *Printed*.

No. 85 Return to an Order of the House of the 24th March, 1916, for a Return showing: 1. The names of the officials connected with the Ontario Reformatory or Guelph Prison Farm, giving their positions and salaries respectively. Mr. *Marshall*. Presented to the Legislature, April 11th, 1916. *Not printed*.

No. 86 Return to an Order of the House of the 9th March, 1916, for a Return showing: 1. What is the total capital expenditure on the Guelph Prison Farm to the close of the fiscal year. 2. If any further capital expenditures are contemplated; and showing the estimated amount thereof. 3. And how many prisoners are now confined at the Guelph Prison Farm. Mr. *Ferguson (Kent)*. Presented to the Legislature, April 11th, 1916. *Not printed*.

- No. 87 Return to an Order of the House of the 9th March, 1916, for a Return showing: 1. What is the total capital expenditure on the Whitby Asylum to the close of the fiscal year. 2. And if any further capital expenditures are contemplated; and if so, showing the estimated amount thereof. 3. And the number of inmates now confined in the Whitby Asylum. Mr. Wigle. Presented to the Legislature, April 12th, 1916. *Not printed.*
- No. 88 Statement of the distribution of the Revised and Sessional Statutes for the year 1915. Presented to the Legislature, April 13th, 1916. *Not printed.*
- No. 89 Report of the Sub-Committee on Bill (No. 53), Respecting the Ancient Order of United Workmen of the Province of Ontario. Presented to the Legislature, April 18th, 1916. *Printed by order of the House.*
- No. 90 Return to an Order of the House of the 3rd March, 1915, for a Return showing: 1. How many permanent officials and employees of all classes were engaged in the inside Civil Service on the 1st days of January, 1905 and 1915 respectively. 2. How many permanent officials and employees of all classes were engaged on the outside service on the 1st days of January, 1905 and 1915 respectively. Mr. Gillespie. Presented to the Legislature, April 19th, 1916. *Not printed.*
- No. 91 Return to an Order of the House of the 30th day of March, 1916, for a Return showing: 1. Copies of all correspondence between the Government of Ontario and any member or official and the Government of the Dominion of Canada or any member or official thereof, with reference to the Report of the Dominion Government Commission on Technical Education and as to any action to be taken upon the basis of the said report or otherwise in connection with Technical Education. Mr. Ducharme. Presented to the Legislature, April 19th, 1916. *Not printed.*
- No. 92 Return to an Order of the House of the 11th April, 1916, for a Return showing: 1. If the T. & N. O. Railway was, within the past twelve months, asked to quote rates on the shipment of 6,000 tons of fabricated steel, or some quantity of fabricated steel, from Sarnia to Regina. 2. If the T. & N. O. Railway was asked to quote rates, who were the shippers or parties requesting the rates; and what was the amount of steel involved; and what were the rates quoted. 3. If rates were quoted, how did these rates compare with the tariff rates in the tariff approved by the Board of Railway Commissioners for the quantities of steel and the haul in question. Mr. Munro. Presented to the Legislature, April 19th, 1916. *Not printed.*

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| No. 93 | Return to an Order of the House of the 17th day of April, 1916, for a Return showing if the Government received any statement from the Government of Great Britain, or from any other source, with reference to the use made of the flour contributed by the Province of Ontario to the Mother Country, of the value of \$780,468.70. 2. If so, how was the flour used or disposed of. Mr. <i>Lowe</i> . Presented to the Legislature, April 19th, 1916. <i>Not printed.</i> |
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New Government House, Southwest View.

REPORT
OF THE
Minister of Public Works
FOR THE
PROVINCE OF ONTARIO
FOR THE
TWELVE MONTHS ENDING 31st OCTOBER
1915

PRINTED BY ORDER OF
THE LEGISLATIVE ASSEMBLY OF ONTARIO



TORONTO:
Printed and Published by A. T. WILGRESS, Printer to the King's Most Excellent Majesty
1916

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TORONTO

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TO HIS HONOUR, SIR JOHN STRATHEARN HENDRIE, K.C.M.G., C.V.O., a Colonel in the Militia of Canada, etc., etc., etc., Lieutenant-Governor of the Province of Ontario.

SIR,—I have the honour to submit to you, as required by Statute, the Annual Report on the works under the control of the Public Works Department, comprising the Reports of the Deputy Minister, the Architect, the Engineers, the Superintendent, and the Accountant of the Colonization Roads Branch, the Chief Inspector of Boilers, and the Accountant and Law Clerk, for the twelve months ending the 31st of October, 1915.

I have the honour to be, Sir,

Your obedient servant,

F. G. MACDIARMID,

Minister of Public Works and Highways.

Department of Public Works, Ontario,
February 23rd, 1916.

REPORT

OF THE

Deputy Minister of Public Works

TORONTO, February 4th, 1916.

HONOURABLE F. G. MACDIARMID, *Minister of Public Works, Ontario.*

SIR,—I have the honour to transmit the annual reports for the fiscal year ending October 31st, 1915, of the Provincial Architect, the Provincial Engineer, the Inspector of Steam Boilers, the Superintendent of Colonization Roads, and the Accountant Public Works Department.

The work on the residence of the Lieutenant-Governor, at Chorley Park, Toronto, was pushed forward vigorously, and at the end of the fiscal year was so near completion that a date could be fixed for occupation by his Honour, the 15th day of December, 1915. The work on the grounds and gardens had also been carried out energetically, and now that the plans of the architect have been carried out to completion the results must be pleasing to the Government and the people of Ontario.

During the year the lack of sufficient office accommodation for the several departments and branches of the Government service has been very marked, every available space is being used and offices in many cases are overcrowded. Some comprehensive plan for increased accommodation should be undertaken at an early date. The Workmen's Compensation Board has been accommodated for the present in the rooms vacated by the Education Department at the Normal School on Gould Street.

At the Agricultural College, Guelph, a new physics building and a new dormitory for the maids have been under construction, the first by monies from the grant made by the Federal Government for the advancement of Agriculture, the second by monies voted at the last Session of the Legislature for the servants' annex. These buildings afford better facilities for carrying on of the work of the college. Additional dormitory accommodation for the students has been under consideration by the Architects Branch of the Department for some time.

Plans for several buildings for the public institutions have been prepared by the Architects Branch of the Department, the work being carried out by the Prisons and Asylums Branch of the Provincial Secretary's Department, utilizing prison and patient labour to a large extent. The Recreation Hall at the Hospital for Insane, London, and additional cottages at the Hospital for Feeble-Minded, Orillia, being the most important.

In the unorganized districts, court-houses, registry offices and gaols have been kept repaired and new court-house completed at Haileybury and Fort Frances. A new registry office for the district of Temiskaming was completed at Haileybury early in the year and the plans and documents transferred from North Bay. A new registry office is under construction at Fort William for the electoral division of Fort William, which will be completed early in the year 1916. The old court-house and gaol at Sault Ste. Marie having become totally inadequate for the

district, a new site was purchased for the gaol, which is nearing completion. When the new gaol is occupied the old buildings will be razed and a new court-house built upon the present site that will be adequate for the business of the district and architecturally worthy of the site on the principal street and central part of the city of Sault Ste. Marie.

Owing to the financial demands of the war, the expenditure on Public Works and Colonization Roads was reduced to the construction of urgent works only. The expenditure for the care, maintenance and construction of locks, dams and bridges and drainage work under direction of the Engineer's branch of the Public Works Department was \$151,996.45, as compared with an expenditure of about \$200,000.00 in 1914 and 1913. The details of expenditure will be found in the Public Accounts and a description of the several works in the Engineer's report. The expenditure by the Colonization Roads Branch was \$220,362.26, as compared with \$480,845.27 in 1914 and \$406,034.29 in 1913.

The work of the Boiler Inspection Branch of the Department has been conducted by the Chief Inspector and staff in an efficient and satisfactory manner. Some amendments in the Act are necessary to extend the scope of their work and to make the sections of the regulations dealing with the repair and sale of boilers legal and binding.

Full details of the work done by the several branches of the Department will be found in the reports of the officers in charge. The statement of the Accountant gives the capital expenditure on Public Buildings, Public Works, Colonization Roads, Highway Improvements, etc. The report of the Law Clerk shows the contracts and bonds entered into in connection with the several works during the twelve months ending the 31st day of October, 1915.

I have the honour to be,

Sir,

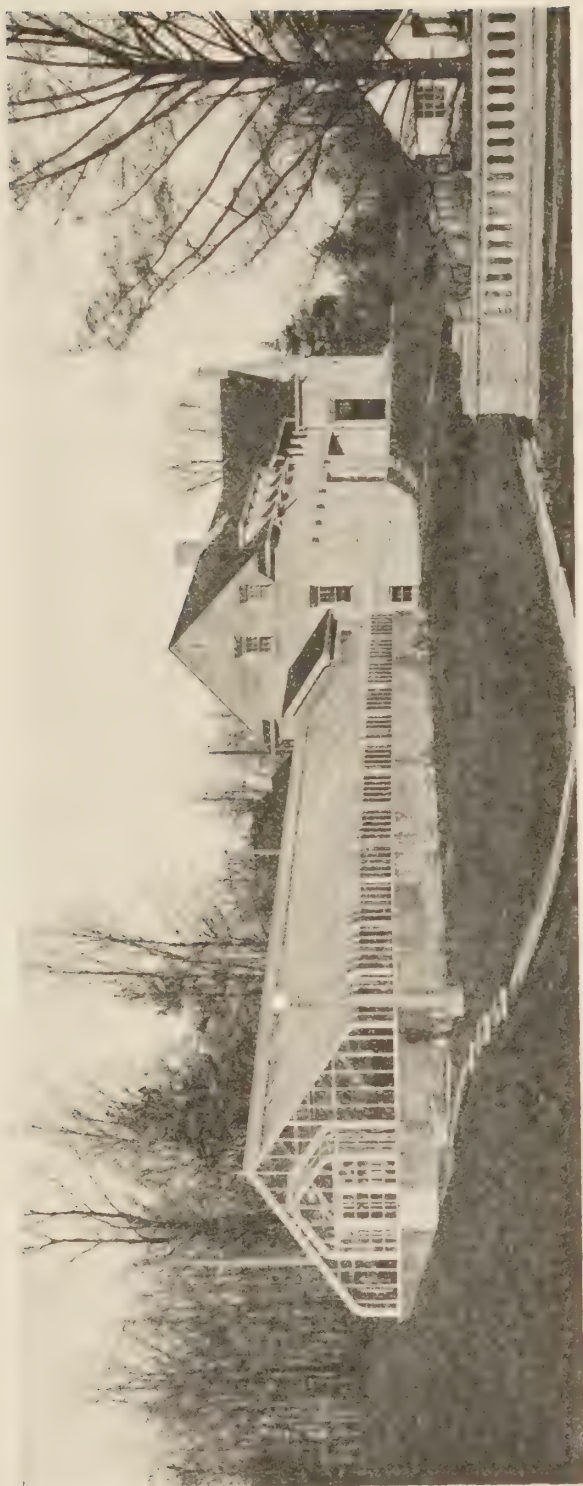
Your obedient servant.

R. P. FAIRBAIRN,

Deputy Minister of Public Works.



Grand Hall, New Government House.



Greenhouse and Garage, Government House.



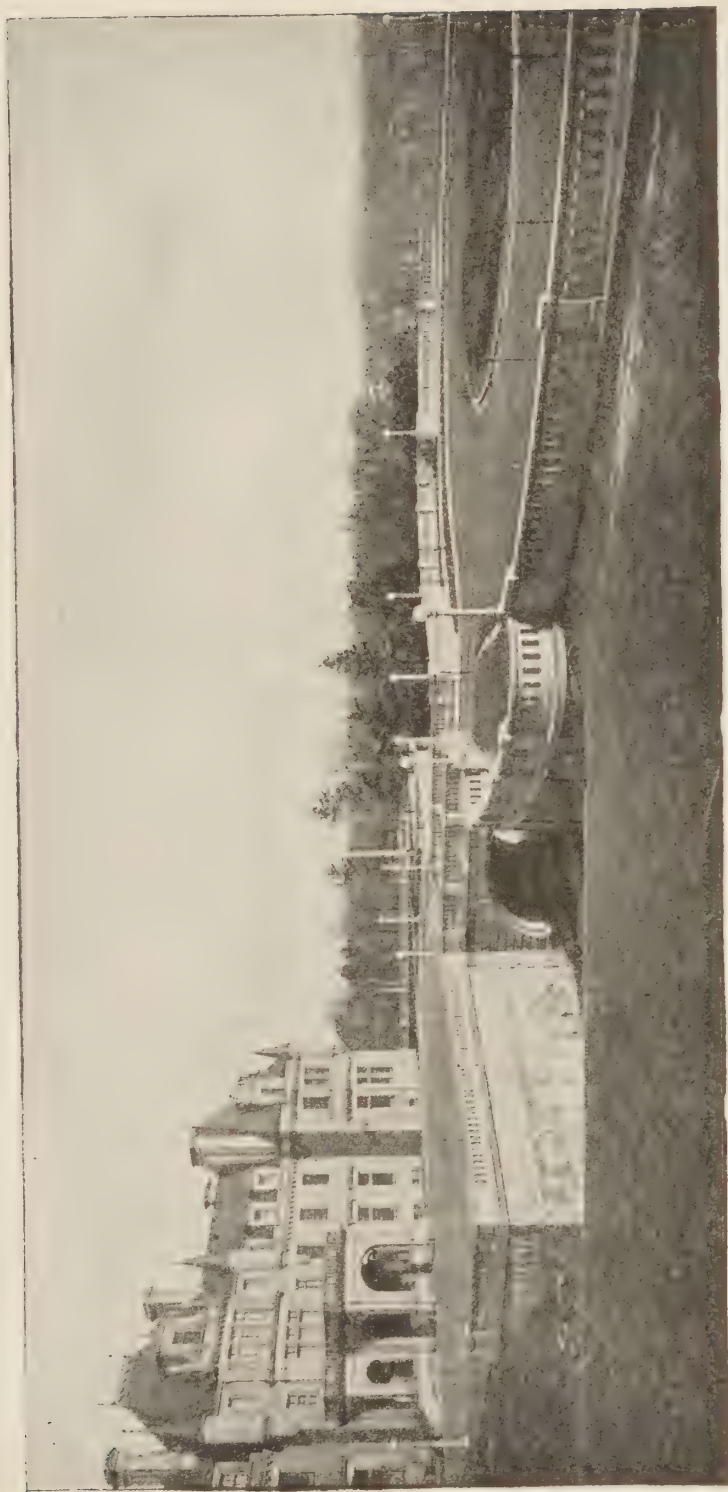
East Terrace, Government House.



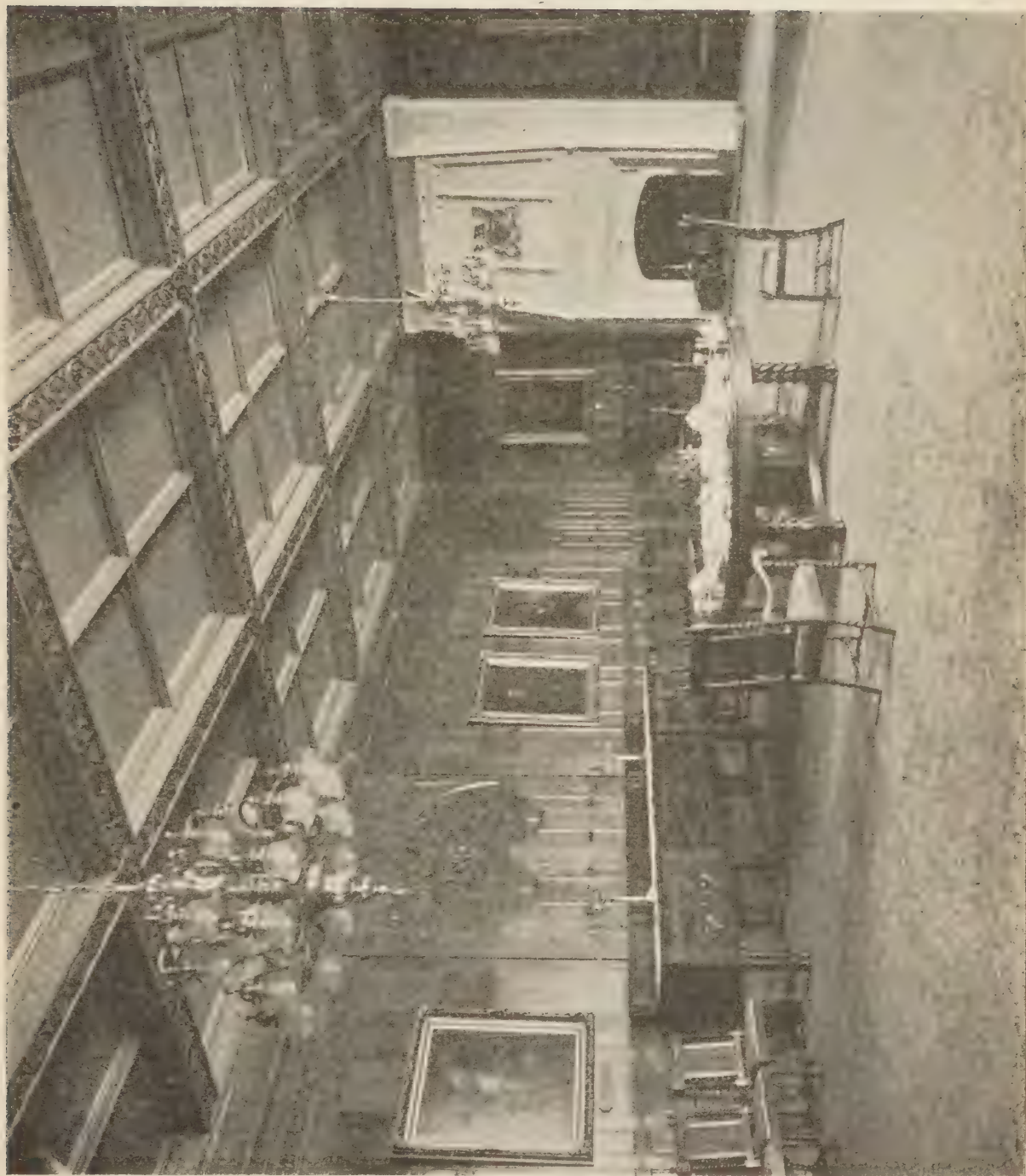
Ball Room, Government House.



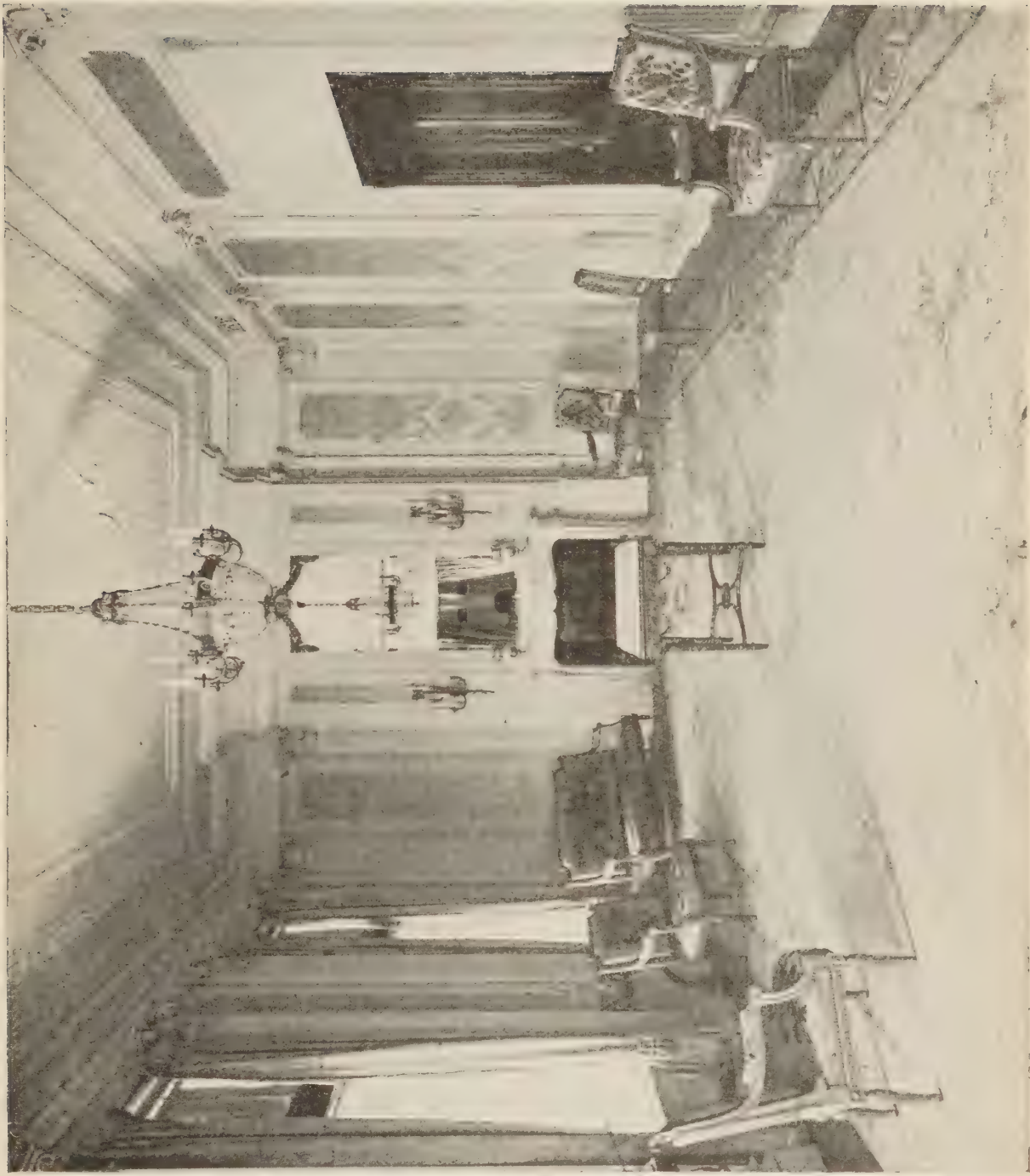
Palm Room.



Bridge and Courts, Government House.



State Dining Room, Government House.



Reception Room, Government House.

REPORT OF ARCHITECT.

HON. F. G. MACDIARMID, *Minister of Public Works.*

SIR,—I have the honour to submit my annual report for work done by the Architects Branch during the year ending October 31st, 1915.

NEW GOVERNMENT HOUSE.

At the time of writing the residence is so near completion that it will be ready for occupancy by the 1st of December, all the wood work, with the exception of the ball room floor, is completed; all the other trades, with the exception of the electric wiring, decorations, and some slight adjustments to the heating and mechanical equipment, are completed. The decorations are being done by the T. Eaton Co., and are being rushed to completion. This company are also supplying the furnishings, all of which, with the exception of two or three special pieces, have been made in Ontario.

The contract for the kitchen equipment was awarded to the Geo. Sparrow Co., of Toronto, and the apparatus is being installed. The contract for a refrigeration plant was awarded to the Canadian Griscom-Russell Co., of Montreal and Toronto, consisting of an ice machine located in the basement, having a capacity of 200 pounds of ice per day, in addition to cooling three refrigerators in the cold storage room adjoining, two refrigerators in the butler's pantry and one in the service room. The machine is operated by one 5-h.p. motor for driving the machine and one 2-h.p. motor to drive the brine circulating pump. These refrigerators are cooled by circulating cold brine through the pipe coils.

The contract was awarded to Messrs. Fred. Holmes & Son for the erection of the lodge at the entrance to the main drive on Roxborough Drive and for the erection of the garage, stable and coachhouse at the north end of the property facing on Douglass Drive. The upper floor of this building is divided into apartments for two families to be occupied by the employees. These buildings will be completed and ready for service by the first of next month.

A greenhouse, 25 feet x 100 feet has been built adjoining the garage. The foundations were built by the Department by day labour, the superstructure by the Glass Garden Builders of Toronto. All of these buildings are heated by steam conveyed in underground concrete conduit from the boilers in the main boiler-room in the residence to hot water convertors placed in the buildings, from whence the water is distributed to the radiating surfaces, the condensation from the convertors being returned back to the boilers.

The grading of the grounds is completed, the roads and walks are laid, as also the outer court (circular) and the fore court in front of the residence and the service court in the rear. The roads and courts are laid in macadam finished with trap rock rolled solid and smooth. This work was done by the Highways Branch of the Public Works Department, who gave all grades and supervised the work. I have much pleasure in testifying to the efficient manner in which the work has been carried out.

Cement walks have been laid from Roxborough Drive extending around the circular court and across the bridge to the fore court. Cement walks have been constructed to the servants' entrance on the west side, approached by cement steps leading down the slope of the bank. A brick walk has been laid from the side entrance in Douglass Drive to the Porte Cochere of the residence, extending north

to the Rose Garden, and the side entrance to the residence and west to the main cement walk from Roxborough Drive and south to meet the cement walk from the main road. This work was done under contract by the Alfred Gardner Paving Co., of Toronto.

The courts on the east and west side of the residence have been completed. The paving and stone work was done under contract by Messrs. Witchall & Sons. The Rose Garden, enclosed by a wall of stone, has been completed, the walks laid and the beds prepared to receive the plants. This work was included in Messrs. Witchall & Sons contract. The north end of the Rose Garden is enclosed by a pergola screening the service wing from the front.

A large amount of work has been done in landscape gardening under H. B. and L. A. Dunnington Grubb, who prepared the plans and specifications for same, including the rose garden, walks, courts and terraces. Some of the banks on the west side have been seeded and other portions sodded, as were considered to be most advantageous. The large terrace on the east side overlooking the ravine has also been sodded, some of the flower beds have been laid out and planted. It is the intention to continue the planting as soon as the weather permits.

Rustic stone steps and path have been built down the bank on the west side leading to the bridge, the path being continued to the ravine, connecting with rustic wood steps leading down to the lower level. A rock garden has been built at the west side of the bridge, with a stream rippling down through the plants and rocks to a pool at the bottom.

Cement stone balustrading has been erected on the concrete retaining walls, extending from the main entrance on Roxborough Drive to the outer court, through both sides of the outer court, across the bridge, continued around the fore court, and across to the north end of the residence. A similar wall has been constructed at the south side of the road leading to the garage, etc. This work has been done under contract by the Cement Products Co., of Toronto.

Electric light standards have been placed at intervals on pedestals of the balustrade, effectively lighting the roads and walks, in conjunction with other lights placed on the grounds. The placing of these lights on the grounds entailed a large amount of work, as all the wires are laid in conduit under ground. This work, and nearly all the electric work in the building, with the exception of a small portion which was done by the Canadian Alexalite Co., from whom the Government took over the contract, was done by Mr. F. G. Stroud, electrician of the Department, and staff. The work has been most satisfactorily and economically carried out.

TEMPORARY GOVERNMENT HOUSE, ST. GEORGE AND COLLEGE STREETS.

Repairs have been made to the residence and outbuildings as required from time to time and the roads and grounds kept in good order.

PARLIAMENT BUILDINGS.

The buildings and equipment have been kept in good condition, repairs have been made as required. The equipment, including the heating and ventilating plant, has received proper attention; one of the steam boilers has been equipped with the Fess Oil Burning apparatus, which will be tested out during the winter months.

To facilitate the guarding of the buildings, twenty electric light standards have been placed on the grounds around the buildings, lighting up all the recesses and eliminating all dark corners. The wires were laid in conduit, underground, the work was done by the electric staff of the Department.

The usual good attention has been given to the roads, walks and grounds surrounding the buildings by the gardener and staff. By your directions a bowling green has been constructed on the lawn to the east side of the east wing, for the use of the service, which is very much appreciated by them.

PROVINCIAL BOARD OF HEALTH AND DEPARTMENT OF MINES LABORATORIES, No. 5 QUEEN'S PARK.

The building has been kept in good repair. An addition has been built to the garage, giving accommodation for four cars, at the rear of the property, and a roadway constructed leading from the Queen's Park; materials were purchased and the work done by the Department, with the exception of the roofing, which was done by contract.

OSGOODE HALL.

Ordinary repairs have been made to the buildings and equipment, including painting of some of the corridors and offices.

HOSPITALS FOR THE INSANE.

The Reception Hospital and Nurses' Home, Hospital for the Insane, Brockville, was completed early in the season. The Farm Home on the Stagg Farm in connection with this Institution was also completed early in the year. The cottage for male patients, Hospital for Idiots, Orillia, is completed, with the exception of the painting, and should be finished early in the coming year. Satisfactory progress is being made with the erection of the cottage for female patients, the brick walls are built to the ceiling of the second floor, and the building should be completed by about June 1st.

Plans and specifications were made for a new boiler-house at this institution, the intention being to pull down the present boiler-house and build upon the space now occupied by it a central building, giving accommodation for the kitchen, scullery, bakery, store and cold storage. This building will be connected with the main building and the four cottages by covered passages, and the steam heating mains and electric conduit will be carried through same. The new boiler-house will be erected to the west of and about 45 ft. past the end of the farther pair of cottages.

The Amusement Hall in connection with the Hospital for Insane, London, is completed and is now in service. The Workshop and Recreation Hall, at Woodstock Hospital, was completed early in the season and is proving a valuable adjunct to the Institution.

The repairs and alterations to the Hospitals for the Insane, formerly done under this Department, are now attended to by the Provincial Secretary's Department. The work done by this Department being only in connection with the new buildings, exclusive of the Whitby Hospital, with the exception of the inspection of boilers and machinery and electric wiring and equipment, which are at present inspected by the Inspectors of the Department of Public Works.

EDUCATIONAL.

Repairs only have been made to the various buildings in connection with the Ontario School for the Deaf, Belleville, and the Ontario School for the Blind, Brantford. The buildings, grounds and walks in connection with the Normal and Model Schools in Toronto and Ottawa, and the Normal Schools in Hamilton, London, Stratford and North Bay have received proper attention by your Department and kept in good repair, including the heating and ventilating plants, electric plants, etc., etc.

Alterations have been made in the west wing of the main building of the Normal and Model Schools, Toronto, to provide accommodation for the Compensation Board, offices have been fitted up for them on the ground and first floors, with the necessary lavatory accommodation. The Board moved into their new quarters on January 22, 1915.

English and French Training School, Sandwich—some slight repairs were made to the building and a concrete walk laid on the street in front of the grounds.

AGRICULTURAL.

ONTARIO AGRICULTURAL COLLEGE.

Physics Building.—This building has been completed, with the exception of some of the equipment; sufficient has been supplied to permit of the opening of the building on 1st November and has been in use since that time. The equipment, including drawing tables, laboratory tables, cupboards, etc., are being made at the Ontario Reformatory in Guelph.

Work was commenced on the Maids' Dormitory about April 28th, the building is now roofed in and plastering finished. At the present rate of progress the building will probably be ready for occupancy about February 1st next, most of the furnishings are being made at the Ontario Reformatory, Guelph.

JORDAN HARBOUR FRUIT STATION.

Considerable repairs and painting were made to the Administration Building and cottages, the work being done by day labour under the supervision of the Superintendent of the station.

RONDEAU PARK.

Attention has been given to the repairs to the buildings, the Assistant Ranger's house has been completed; the work was done under contract by Messrs. Watson & Taylor, of Ridgetown. The bird pens have been completed, the superstructure was built by contract by the Page Wire Fence Co., of Walkerville, the cement foundations being erected by the Superintendent.

DISTRICTS.

Repairs have been made to the court houses, gaols, registry and land titles offices throughout the districts and furnishings supplied where found to be necessary.

Plans and specifications were made for the new gaol at Sault Ste. Marie, tenders for the erection of same called for on April 30th. The contract for general trades was awarded to Messrs. McIntyre, Hanning and Kelly, of Sault Ste. Marie, the contract for heating, ventilation, and plumbing to the Ideal Plumbing & Heating Co., but, as this firm could not furnish security as called for by the Department, their contract was cancelled, new tenders called for, and the contract awarded to the Cochrane Hardware Co., of Sault Ste. Marie. The contract for electric wiring and fixtures was awarded to O. C. Carney, of Sault Ste. Marie. Satisfactory progress is being made with the work, which is being carried out under the supervision of a local architect, Mr. C. A. Findlay.

The building is two stories in height, exclusive of basement, has a frontage of 88 feet by a depth of 42 feet, is being roofed in and should be completed by May next. The foundation walls to outsides are built of concrete to grade line (the interior walls of brick) above this to roof of bricks. The building is divided into three sections: the first section contains the gaoler's house, consisting of nine rooms, is entirely separated from the gaol, excepting one entrance on the ground floor, which is protected by a fire-proof door. The second and third sections compose the gaol proper, both are of fire-proof construction. The ground floor of second section is divided into charge office, two detention cells, bath-room, lavatories and corridors, a staircase being located at the side leading to basement and upper floors. The upper floor of this section contains three cells for women and two cells for girls, bath-rooms and lavatories. An electric dumb-water leading from basement to upper floor is located in this part of the building. The third section is for the male prisoners and contains eight cells on each floor, the cells are constructed of steel, each cell having an individual w.c. and basin, with concealed plumbing. The cells are grouped together with an ample corridor, or day room, on three sides, lighted from the ends, with steel barriers, or grills, placed full width of apartment, 3 ft. from the windows to prevent the prisoners from having communication with persons on the outside. The heating will be done by steam generated in a boiler in the basement, the basement also contains the prison kitchen, pantries, laundry and clothes rooms.

The Registry and Land Titles Office, Fort William.—Plans and specifications were made for this building and tenders called for on September 16th. The contract for general trades was awarded to Mr. M. H. Braden; heating, plumbing and ventilation to the Dominion Plumbing Co., and electric wiring to the F. S. Jones Electric Co., all of Fort William. Good progress is being made with all trades, the building should be ready for occupancy early in the spring.

The building is of fire-proof construction, the foundation walls are built of concrete to grade line; from grade line to plinth is faced with rock-faced stone, the remainder of the walls are of brick with stone facings, has a frontage of 69 ft. 0 in. by 43 ft. 0 in., with an extension in the centre for main entrance of 7 ft. 6 in. by 16 ft. 0 in. There is also a side entrance with a stairway leading to the basement. The ground floor contains a vestibule entering into a wide corridor across the front, with an entrance in the centre to the vault and space for the public 43 ft. by 30 ft. 6 in., lighted from a large dome in the centre, two offices are located in the front with entrances from the main corridor and two in the rear with entrances from the side corridors. Ample provision is made for separate toilet rooms for men and women, the former being located in the basement and the latter on the ground floor; there is also a private toilet for the Master of Titles on the ground floor. The floors and walls of these rooms are tiled, the partitions of marble, up-to-

date lavatory fixtures will be installed. The basement contains a vault for storage 43 ft. by 30 ft., a store-room, boiler-room, and coal vault. A hot water heating system and an electric system of lighting is being installed. The fittings of vault will be of steel and the corridors of marble, the floors of vaults and corridors will be of Terrazzo.

All of which is respectfully submitted.

I have the honour to be,

Sir,

Your obedient servant,

F. R. HEAKES,

Architect.

REPORT OF ENGINEER.

HON. F. G. MACDIARMID,

Minister of Public Works, Ontario.

SIR,—I have the honour to report on the public works constructed and repaired during the season of 1914-15 under the control of the Engineer's Branch of your Department.

Nearly all of the works for which money had been provided were completed before the end of the fiscal year.

Following out the practice of former years all the works were constructed by day labour under our regular staff of foremen. Plans and specifications for each work were prepared in this office, and the several works were carried out under the direct supervision of our engineering staff. Material for the works, steel, cement, etc., were purchased by the Department by public tender. I am pleased to be able to report that during the season just closed every individual work was completed within the estimated cost, and that a substantial surplus remains from the total sum voted for public works.

During the season forty-six new bridges were constructed under special appropriations:

- 1 large reinforced concrete culvert.
- 14 steel bridges on concrete abutments.
- 4 steel bridges on timber abutments.
- 27 timber bridges pile and crib abutments.

Work was continued on the several bridges under construction at the close of the fiscal year 1914. These have all been opened to traffic.

The work of repainting bridges was continued. All the bridges in the Temiskaming district were painted. This work completes this line of work which has been under way for four years.

In the interests of internal navigation the only work of importance was dredging in Muskoka Lakes. The principal work done by the dredge was at Kemps Narrows and at the mouth of the Bracebridge River. The boat channels in the Magnetawan and Huntsville waters were cleared of logs and snags, etc. The Little Black River in the County of Simcoe was cleaned out and opened to navigation by launches between Moredolphton on the Canadian Pacific Railway and Gloucester Pool on Lake Huron. A channel was opened up through a ledge of rock and a navigable channel three feet in depth provided. When the Trent Canal works are completed the dam at Port Severn will increase this depth to at least five feet.

In the drainage of roads in the different Districts in New Ontario \$18,000.00 were expended. This class of work is highly appreciated by the settlers. While the work is done entirely for road drainage the lands adjoining the drains are greatly benefited. The swamp lands are by far the most productive when properly drained. The drainage laws have not yet been introduced in these new Districts. If at all practicable these grants should be largely extended. It is an easily verified fact that the yearly returns from all these expenditures on drainage will amount to more than one hundred per cent., that is, the annual profits from the reclaimed swamp lands will more than pay the entire cost of the work. No other expenditure that can be made will have such an immediate and far-reaching effect on the development and progress of the country.

Two large drainage schemes to which aid had been voted under "The Provincial Aid to Drainage Act" were examined and reported on during the year. A large steel bridge and two small bridges, towards the construction of which grants had been made, were examined and reported on. Under the appropriation for Maintenance of Locks, Dams, Bridges, Dredging, etc., the most extensive work carried out was the dredging in Muskoka Lakes which cost \$6,469.28. The expenditure from the Maintenance fund was as follows:

RECAPITULATION—EXPENDITURE ON MAINTENANCE, 1915.

GENERAL.

Tools, repairs to equipment, etc.	\$481 60	
Store-house, freight and cartage	97 95	
Superintendent—travelling expenses and disbursements	532 70	
Superintendent's office rent and supplies, telephone, etc.	243 72	
	<hr/>	\$1,355 97

NAVIGATION.

Dredge operation, supplies, etc.	\$6,469 28	
Buoy lights, clearing channels, etc.	481 69	
	<hr/>	\$6,950 97
Magnetawan Lock—shelter	\$194 84	
Magnetawan Lock—general repairs	87 48	
Huntsville Lock—repairs to dam, etc.	624 74	
Huntsville Lock—breakwater repairs	244 00	
Port Carling Lock—repairs, lighting, etc.	924 08	
	<hr/>	\$2,075 14
Swing bridge, Port Carling, repairs, etc.	\$286 20	
Swing bridge, Huntsville	62 29	
Swing bridge, Sandfield, and light	129 98	
Swing bridge, Ryerson	14 75	
Swing bridge, Keewatin	4 70	
	<hr/>	\$497 92
Dams at Bala—repairs	\$5 00	
Dams at Norman—repairs, etc.	1,015 75	
Dams on Opickinimica	648 47	
	<hr/>	\$1,669 22
Black River, Simcoe—improvement	\$794 98	
	<hr/>	\$794 98

BRIDGES.

Algoma:

Massey bridges—repairs	\$248 80	
Fagans bridge	23 62	
Mississauga bridge, Trunk Road—floor and piers	614 31	
Stewart's bridge	302 03	
McLeod's bridge	29 00	
Alton bridge	94 50	
Iron bridge—floor	144 60	
Blackstock bridge	74 27	
McDonald Township bridges	669 82	
Broken Front, Salter	203 05	
Broken Front, Salter	53 50	
	<hr/>	\$2,457 50

Soo District:

Old Goulais bridge, Fenwick	\$854 96	
Lagoon bridge	228 72	
Goulais Bay Road bridges (3)	55 37	
Cranberry Creek bridge	272 58	
Root bridge, Northern Road	37 12	
	<hr/>	\$1,448 75

Thunder Bay:		
Hymers bridge—piers	\$262 10	
		\$262 10
Kenora District:		
Eagle River bridges	\$250 50	
Thunder Creek bridges	136 14	
Dinorwic Road bridge	140 53	
		\$527 17
Rainy River District:		
Lockington bridge—grade	\$364 62	
McKelvie bridge—grade	136 00	
Biddeson Creek bridge—steel	159 90	
		\$660 52
Manitoulin:		
Indian Point bridge	\$168 50	
		\$168 50
Sturgeon Falls:		
Wolseley Creek bridge	\$21 56	
Desaulniers (Gibbons) bridge	640 00	
Ebert bridge	7 37	
Gagne bridge	79 00	
McCarthy Creek bridge	214 25	
Phillions bridge	67 70	
Martland 3rd Concession bridge	255 85	
		\$1,285 73
Sudbury:		
Onaping bridge—approaches	\$449 38	
McKenzie Creek—new	375 91	
Vermilion River bridge—approaches	505 06	
		\$1,330 35
Temiskaming:		
Sunday Creek bridge, Robilliard	\$271 34	
Booms on White River bridges	580 72	
Judge bridge—painting	196 89	
Pearson bridge—painting	117 11	
Marter Sideroad bridge—painting	118 75	
Hilliardton bridge—painting	127 27	
Tomstown bridge—painting	163 72	
Tamarac plank	477 00	
		\$2,052 80
Nipissing:		
Eau Claire bridge	\$9 25	
Depot Creek bridge	301 55	
Ferris 10th Concession bridge	309 92	
Cameron bridge	240 50	
		\$861 22
Parry Sound:		
Whitestone bridge	\$50 35	
Simpsons bridge	62 33	
Saunders bridge, Ahmic	47 75	
Eagle Lake bridge	36 00	
		\$196 43
Muskoka:		
Macey Bridge	\$73 07	
		\$73 07
Victoria:		
Furnace Falls bridge	\$243 54	
Wilberforce Cardiff Townline—rip-rap	181 25	
		\$424 79
Addington:		
Fall River bridge	\$80 40	
Cross Lake bridge	434 96	
		\$514 36
Renfrew:		
Combermere bridge	\$134 96	
Leutz bridge, Raglan	41 48	
Rowan Creek bridge	100 25	
2 P.W.		

RENFREW.—*Continued.*

Scully bridge	\$101 60	
Lackie Creek bridge	203 25	
Varrin bridge, Griffith	51 00	
McGarry bridge	107 93	
		<hr/>
		\$740 47

SUMMARY.

General	\$1,355 97
Navigation	11,988 23
Bridges	13,003 76
	<hr/>
Total	\$26,347 96

WORKS CONSTRUCTED UNDER SPECIAL APPROPRIATIONS.

RAINY RIVER DISTRICT BRIDGES.

Mather-Kingsford Townline Bridges.—Two timber pile bridges located over two branches of Sturgeon Creek in the 2nd Concession on above named road. The southerly bridge is 45 feet long and the northerly bridge 30 feet long. The old bridges were shortened and the space filled with clay. The work was done under F. Clement, Foreman, at a total cost of \$495.38.

Pine River Bridges, Morley Townline.—Two bridges over Pine River, one on the west and one on the north Townline of Morley. On the west Townline the bridge is 150 feet long. It is of pile trestle construction with a 40-foot truss span in the centre. Pile bents are driven at 15 foot centres, with a double row of piles for truss supports. On the north Townline the bridge is of the same class, with length of 100 feet—40 foot truss span and 60 feet of pile trestle. The truss timbers are of pine, and the balance of timber used on bridges was tamarac. Extensive approaches were built up to each bridge through the river valley. The work was done under the direction of F. Clement, the total cost of both bridges being \$3,405.21.

Sturgeon Creek Bridge, Shenston.—Located on the north boundary of Section 11, Shenston, over Sturgeon Creek. The bridge is 70 feet long and is of pile trestle construction, with a 36 foot truss span in the centre. The approaches at each end were well graded. The work was done under the direction of F. Clement at a total cost of \$610.96.

KENORA DISTRICT BRIDGES.

Rice Creek Bridge.—Situate over the Rice Creek near its junction with Black Sturgeon Lake in the Township of Mellick. The bridge is 125 feet long with a 14 foot clear roadway. It is of pile trestle construction, and has a clear height of 6 feet above water. The timber from the old structure was used in cross laying on the north approach. The work was done under the direction of James Fraser at a total cost of \$420.94.

Sioux Lookout Bridge.—Located over an arm of Pelican Lake at the south side of the town of Sioux Lookout on the line of First Avenue. The bridge is a

pile trestle 350 feet long. It is constructed 6 feet clear above water level, and has a roadway 14 feet in clear width. Pile bents of 4 piles each are driven at 16 foot centres. Six lines of flatted stringers are used. The covering and railing braces, etc., are Norway pine and tamarac. The approaches are properly graded. The work was done under the direction of James Fraser. The bridge cost complete \$859.27.

THUNDER BAY DISTRICT BRIDGES.

McKenzie or Brook Bridge, Oliver.—Located over a creek on Lots 12 and 13 on the 6th Line of Oliver. It is a steel beam bridge on concrete abutments. It has a clear span of 20 feet 3 inches, with a roadway 14 feet in clear width. Seven lines of 12-inch I-beams are used to support a 6-inch concrete floor. The railing consists of three lines of 1½-inch galvanized pipe supported by four posts 4-inch by 4-inch angles. Concrete abutments 8 feet 6 inches in height to the bridge seat rest on a timber grillage which extends unbroken transversely from out to out of both abutments. The grillage timbers are set 4 feet below low water level. The approaches are well graded and provided with a substantial railing. The work was done under the direction of H. Stewardson, Foreman, at a cost of \$1,138.40. The steel beams, railing, etc., were supplied by the Hamilton Bridge Works Co., at a cost of \$140.88, making the total cost of bridge \$1,280.28.

Nolalu Bridge, Whitefish River.—Located over the Whitefish River at Nolalu Station on Lot 5, Concession 5, Lybster Township. The bridge is 14 feet in clear width and is 68 feet long—a truss span 50 feet long, and an approach span of 18 feet on the north. It is supported on bents of tamarac piles. It has a clear height of 3 feet above high water level. The covering is of 3-inch tamarac plank. Approaches are filled for a distance of 40 feet at each end, the depth of fill ranging from two to six feet. The work was done under the supervision of John McNee, at a total cost of \$491.66.

Strange Township Bridge, Whitefish River.—Located on Lot 2, Concession 4. The bridge has a clear width of 14 feet, and is 114 feet long. It is a trestle structure on pile bents driven at 15-foot centres. Piles are capped with timbers 10 inches x 12 inches. Seven lines of 3-inch x 12-inch stringers carry a 3-inch plank floor. A substantial railing is supplied. The approaches are built up at each end for a length of 50 feet, the depth of fill ranging from 2 to 7 feet. The work was done under the supervision of John McNee. Total cost of bridge \$681.52.

SAULT STE. MARIE DISTRICT BRIDGES.

VanKoughnet Bridge, Goulais River.—A steel bridge supported on timber pile abutments. It comprises two steel spans each, 100 feet centre to centre, with timber trestle approaches 34 feet long at west end and 50 feet long at east end. The overall length of bridge is 284 feet and the width is 14 feet clear. Seven lines of 8-inch I-beams support a 3-inch plank floor. The centre pier consists of three lines of piles, 30 in all. The shore piers also consist of 3 lines of piles, 22 in all. The bridge seats consist of 3 lines of 12-inch I-beams set transversely on the pile caps. The bridge is placed 24 feet above low water level and 6 feet above high water level. The shore piers on the upstream side are provided with



Root River Bridge, Tarentorus, 1914.



Root River Bridge, Tarentorus, 1914.

wing walls 35 feet long. These wing walls consist of piles sheeted with 3-inch plank from the ground well above the high water mark. Heavy fills are built up at each end of the bridge to raise the roadway above the level of flood water. The steel superstructure was supplied by the Hamilton Bridge Works Co., at a cost of \$3,394.50. The work on the substructure and the erection of the steel was done under the direction of S. W. Butt, Foreman. The work and timber cost \$2,491.73, making the total cost of the bridge \$5,886.23. —

Root Bridge, Tarentorus.—The necessary grading on this bridge was completed in the early spring, and the bridge opened to traffic.

MANITOULIN DISTRICT BRIDGES.

The sum of \$1,500.00 was appropriated for the reconstruction of bridges in the Manitoulin District. The following bridges were rebuilt:

Barrie Island Bridge.—Located on Concession 4 at Lot 8. It has a 14-foot roadway and a height of 12 feet. The abutments are of rubble masonry. The stringers are of flatted cedar, cover 3-inch tamarac plank. Total cost \$92.37.

Black Creek Bridge, Merritt.—Located over Black Creek on Concession 4 at Lot 4, in Merritt. The bridge is 94 feet long, and has a roadway 14 feet in clear width. It is built on timber cribs 7 feet wide and from 4 to 8 feet high, stone filled. The stringers and flooring are of flatted cedar. The approaches are stone filled—250 cubic yards of stone being used for this purpose. Total cost of bridge \$432.76.

Carnarvon 12th Concession Bridge.—Located on 12th line at Lot 1. The bridge is 20 feet long and has a 14-foot roadway. The abutments are of concrete and are 7 feet high. The covering and stringers were supplied by the municipality. Cost of work and material paid for by this Department, \$200.39.

Campbell, 25 Sideroad Bridge.—Located on the 25 Sideline between Concessions 3 and 4. It is a timber bridge 14 feet long. The approaches are stone-filled. Cost of bridge, \$188.61.

Gordon Bridge, Concessions "A" and "B," Opposite Lot 13.—Length 14 feet, roadway 14 feet; stone abutments, timber cover. Cost of bridge \$219.58.

Robinson 12th Concession Bridge.—Located on 12th line at Lot 25, length 14 feet, stone abutments, timber cover; approaches filled with stone and gravel. Cost of bridge \$99.36.

Tekummah "A" and "B" Concession Bridge.—Located on line between Concessions "A" and "B" at Lot 30. Length 13 feet, roadway 14 feet; stone abutments, timber cover, approaches filled with earth, stone and gravel. Cost of bridge \$231.50. This work was all done under local foremen acting under direction of W. H. Gamey, Inspector Col. Roads for the District.

ALGOMA DISTRICT BRIDGES.

Bruce Mines Bridge.—A concrete culvert over Bruce Creek on Taylor Street in the Town of Bruce Mines. It is a box culvert 66 feet long, having a clear width of 12 feet, and a clear height of 5 feet inside. The bottom is 17 feet wide and 2 feet thick and is reinforced with longitudinal bars of $\frac{1}{2}$ -inch twisted steel set at 12-inch centres. The transverse bars $\frac{5}{8}$ -inch—are set at 6 inches. The top is 16 inches thick, with the same reinforcements as the bottom. The side walls are 16 inches thick at top and 20 inches at bottom. The longitudinal reinforcing is $\frac{1}{2}$ -inch bars at 12-inch centres. The vertical bars are $\frac{1}{2}$ -inch set at 8-inch centres. Wing walls are constructed on each of the four corners. The south wall has an overall length of 33 feet, and the north wall is 35 feet 6 inches long. The walls are reinforced and are 4 feet 6 inches at the base, and 18 inches thick at the top. A guard rail extends over the full length of each wall. The posts for railing are 4-inch x 4-inch T-bars. The railing consists of 3 lines of $1\frac{1}{2}$ -inch galvanized pipe. The whole structure is supported on a pile foundation comprising 116 piles driven to firm bearing. The work was done under S. W. Butt, foreman. The entire cost of the structure was \$2,031.21.

Day Mills Bridge.—Located over a creek on Lot 3, Concession 2, Day Township. It is a steel beam structure with a clear span of 44 feet 9 inches, and a 14-foot roadway. The main girders are 24-inch I-beams, 80 pound per foot, with cover plates $11/16$ inch x $7\frac{1}{2}$ inches on top and bottom. Two 18-inch floor beams support 4 lines of 9-inch steel stringers. The railing posts of T-bars support 3 lines of $1\frac{1}{2}$ -inch galvanized pipe. The abutments are of concrete resting on a bed of boulder-gravel. The abutments have a height of 10 feet 8 inches to the bridge seats, which provides a clearance of 6 feet 9 inches above water level. The approaches are properly graded and are supplied with a proper guard railing. The work was done under the direction of S. W. Butt, foreman. The steel was supplied by the Hamilton Bridge Works Co., at a cost of \$489.24. The total cost of the bridge was \$1,597.13.

McGuire's Bridge, Plummer.—Located over a creek in the 3rd Concession of Plummer. It is a timber structure 40 feet long. The cover and stringers are of flatted cedar supported by 3 pile bents with 8 piles in each bent. The approaches are well graded and gravelled for a length of 250 feet on each side of the bridge. The work was done under the supervision of S. Cole, Road Inspector, at a total cost of \$591.22.

McLarty Bridge, Plummer.—Located over the Thessalon River at McLartys on Lot 10, Concession 4, Plummer. It comprises an 80-foot steel truss span on concrete abutments. It is supplied with steel floor joist which carry a 6-inch concrete floor. The concrete abutments which are supplied with wing walls are 11 feet in height to the bridge seats, giving a clearance of 8 feet above water level. The abutments are supported on timber pile foundations, 40 piles being used under each abutment. The approaches are well graded and are supplied with a substantial guard railing. The steel was supplied by the Hamilton Bridge Works Co., at a cost of \$1,049.00. The substructure, grading, etc., was constructed under the direction of S. W. Butt, foreman, who also erected the steel and placed the concrete floor. The total cost of this bridge was \$3,486.61.

Sherwood Station Bridge.—Located over the Thessalon River at Sherwood, a station on the Soo Branch of the Canadian Pacific Railway in the Township of Lefroy. It comprises an 80-foot steel truss span on concrete abutments. It is supplied with steel floor joists which carry a 6-inch concrete floor. The abutments are 12 feet in height giving a clearance of 7 feet above high water level. The abutments rest on timber pile foundations, 39 piles being used in each. The approaches are well graded and are supplied with a substantial guard railing. The steel superstructure was supplied by the Hamilton Bridge Works Co., at a cost of \$993.00. All the work on the structure, including the erection of the steel, was done under the direction of S. W. Butt, foreman. The total cost of the bridge was \$3,382.47.

Two Tree Bridge, Concession F. St. Joseph.—Located over a creek at Lot 9 on the line between Concessions F. and G. on St. Joseph Island. It is a timber bridge with a clear span of 18 feet. It is supplied with an A truss of 10-inch x 10-inch timbers which support a 10-inch x 12-inch needle beam. Six lines of flatted stringers carry a floor of flatted cedar. A substantial guard railing is supplied on bridge and fill. The approaches are well graded, 425 cubic yards of stone and gravel being required for this purpose. The work was done by a local foreman under the supervision of S. Cole, Road Inspector. The bridge complete cost \$500.00.

Rates Bridge, Thessalon River.—This bridge, commenced in 1914, and described in the report of last year, was this year completed and opened to traffic. The total cost of the bridge was \$6,029.25.

STURGEON FALLS DISTRICT BRIDGES.

Casimir and Jennings Bridges.—This work comprises the renewal of two timber bridges. The Jennings bridge is located over Maskinonge Creek on Lot 4, Concession 6. The Casimir bridge is over the same creek on the 10 and 11 Sideline, Concession 3, Casimir. Owing to an excessively wet season this work could not be completed to advantage—\$502.96 was expended on the work. It is proposed to complete these bridges as soon as weather conditions will permit of the work being done to advantage.

Deer Creek Bridge, Ratter.—Located over Deer Creek on Lot 1, on the 4th line of Ratter Township. The bridge is 26 feet long and has a 14-foot roadway. Double pile bents are placed at each end. The pile bents are 4 feet apart, are capped with 10-inch x 12-inch caps, drift-bolted to piles. Six lines of flatted cedar stringers are used. These are drift-bolted to the substructure. The flooring is 3-inch pine plank. A substantial guard rail is supplied. The approaches required heavy fills. The work is all done in a first-class manner. D. H. McIntosh was foreman on the bridge. The work complete cost \$496.28.

Pike Creek Bridge, Field.—Located over Pike Creek on Lot 9, Concession 5, on the Larocque Road in the Township of Field. It is built on timber cribs 8 feet x 16 feet and 9 feet high. Five lines of heavy pine stringers 8 inches x 16 inches are used. The cover is of 3-inch tamarac plank. A substantial railing is supplied. The approaches are properly graded, and the whole work is completed

in a workmanlike manner. D. H. McIntosh was foreman on the work. The total cost of the bridge was \$397.79.

River Valley Bridge.—This bridge, across the Sturgeon River, has been badly needed for years. The construction of the Canadian Northern Railway from North Bay to Sudbury rendered this necessity more pressing. The original request was for a bridge at Catafords on the Gibbons-Crerar Townline. The location of a station, Gordons Depot, on Lot 2 in the 4th Concession of Crerar materially changed conditions. After a full investigation it was finally decided to place the bridge convenient to the railway station, and the crossing at the line of Lots 2 and 3 in the 3rd Concession of Crerar was selected. The bridge consists of 3 steel truss spans—a centre span of 80 feet and 2 of 70 feet each, with pile trestle approaches 16 feet long at each end, giving an overall length of 264 feet. The steel spans are supplied with steel floor joist, and are designed to carry a 6-inch concrete floor when required. The two centre piers and two shore piers are of timber piles so arranged that the piles will answer for foundations for concrete piers when necessary. The centre piers have 21 piles each, and are provided with cut waters faced with 8-inch angle irons. The shore piers have 16 piles each. The pile caps are 10-inch x 12-inch timbers, drift-bolted to piles. The bridge seats consist of two lines of 12-inch I-beams. The centre piers are well braced and are sheeted with 3-inch plank from low to high water level. The bridge has a clear height of 7 feet above high water level and 21 feet above low water level. The flooring is of 3-inch pine plank. The material has all been purchased, but the construction has not been carried out. The piers can be constructed to far better advantage from the ice during the winter. It is intended that the bridge shall be opened to traffic at an early date as the small amount of grading required on the approaches can be completed early in the spring. The steel, to be erected by the Department, was purchased from McGregor and McIntyre, of Toronto, at a cost of \$2,650.00.

TEMISKAMING DISTRICT BRIDGES.

Otter Bridge, Casey-Brethour Townline.—Located over Otter Creek on Lot 3 on the Townline between Casey and Brethour. It is a pile trestle bridge with a 40-foot Queen truss in the centre. The overall length is 138 feet 6 inches. The truss is supported at each end on double pile bents set close together. The trestle consists of pile bents (4 piles to a bent) set at 60 foot centres. The stringers are flatted cedar and the cover is 3-inch tamarac plank. The approaches are well graded. The work was done under the direction of C. R. Dolmage, foreman, at a total cost of \$858.15.

Otter Bridge, Hilliard-Brethour Townline.—Located over Otter Creek near the centre of the 5th Concession on the townline between Hilliard and Brethour. The bridge is 91 feet long and consists of a centre Queen truss span 51 feet long, with approach spans 20 feet long at each end. The bridge has a clear width of 14 feet. The truss span is supported on piers of a double row of piles. The truss timbers are of pine 10 x 10. The bottom chords are built of two pieces 6 x 12, well spliced. The stringers are of flatted cedar and the cover is of tamarac plank. The grading is not fully completed, but will be attended to as soon as weather conditions will permit. The work was done under the supervision of W. E. Kerr. \$671.72 was expended on this bridge.

Otter Bridge, 5th Concession Hilliard.—Located over Otter Creek on Lot 9 on the 5th Concession Line of Hilliard. The bridge is 104 feet long. The substructure (timber cribs) was constructed in 1913. This season a 48-foot Queen truss was placed over the stream and the whole structure refloored. \$322.29 was expended on the work.

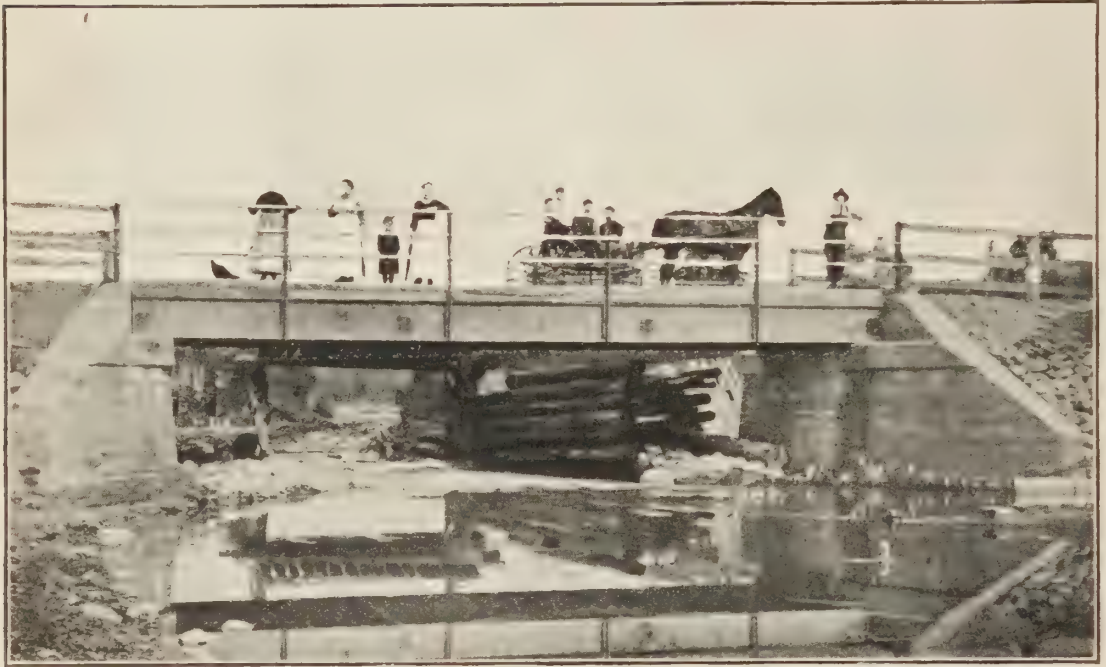
Wabis Bridge, Concession 2, Henwood.—Located over Wabis Creek on the road between Lots 6 and 7 in the 2nd Concession of Henwood. The bridge is 60 feet long and has a 14-foot roadway. A King truss 28 feet long spans the stream. The truss is supported on double pile piers. The stringers are flatted tamarac and the cover is of 3-inch tamarac plank. The approaches are well graded, 264 cubic yards being used for the purpose. The work was done under the supervision of W. E. Kerr at a total cost of \$307.00.

Wabis Bridge, Kearns-Harley Townline.—Located over the Wabis Creek on the townline between Kearns and Harley, near the centre of the 1st Concession. The bridge is 118 feet long and 14 feet in clear width. It comprises a steel truss span 80 feet from centre to centre of bearings, with timber approaches 19 feet long at each end. The truss is supplied with steel floor joist, and is designed to carry a 6-inch concrete floor when required. The truss is supported on timber pile piers. The bridge seats are formed by two 12-inch I-beams, which rest on the pile caps. The approaches are pile trestles. The stringers are 8-inch flatted cedar, and the flooring is 3-inch tamarac plank. Very little grading was required. The steel was supplied by the Hamilton Bridge Works Co., at a cost of \$1,049.00. The work and other material, including the erection and painting of the steel cost \$1,214.92, making the total cost of the bridge \$2,263.92. All work in connection with the bridge including erection and painting of steel was done under the direction of C. R. Dohmage, Public Works foreman.

NIPISSING DISTRICT BRIDGES.

Crooked Rapids Bridge.—Located over Kabuska Creek on Lot 25 in the 11th Concession of Bonfield. It is a steel beam bridge on concrete abutments. It is 36 feet 9 inches long between abutments, and has a roadway 14 feet in clear width. The main outside girders are 24-inch I-beams, 80 pounds per foot. Two 15-inch I-beams between the girders carry five lines of 8-inch steel floor joist. The floor is a 6-inch concrete slab, reinforced with steelcrete. The railing consists of three lines of 1½-inch galvanized pipe supported by 4-inch x 4-inch T-bar posts. The abutments are of concrete resting on a boulder-gravel formation. The abutments are 11 feet 5 inches in height to the bridge seats, and are supplied with wing walls 10 feet 4 inches long. A heavy fill is built up at each end and it is supplied with a substantial guard rail. The steel beams, railing, etc., were supplied by the Dickson Bridge Works Company, of Campbellford, at a cost of \$334.80. All work in connection with the bridge, including the erection of the steel, was done under the direction of J. W. Hackner, an engineer of this Department. The work and material, apart from the steel cost \$2,299.72, making the total cost of the bridge \$2,634.52.

Graham Creek Bridge, Concession 14, Chisholm.—Located over Graham Creek on Lot 6, 14 Concession of Chisholm. The bridge is a steel beam structure on



Crooked Rapids Bridge, Bonfield.



Omo Creek Bridge, Mattawa-Pembroke Road.

concrete abutments. Length 15 feet 9 inches, roadway 14 feet. Seven lines of 12-inch I-beams support a 6-inch concrete floor reinforced with steelcrete mesh. The abutments, which are supplied with wing walls 10 feet 10 inches long, are 11 feet in height to the bridge seats. The abutments and wings rest on a timber grillage set across the stream 3 feet below water level and well below the bottom of the creek. At the point where the creek crosses the highway is a bad horseshoe bend. In order to straighten the creek and protect the highway the new bridge is located over a new cut 60 feet east of the old bridge site. The old site is filled and the road well graded across the creek flat. The steel, railing, etc., was furnished by the Dickson Bridge Works Co., at a cost of \$107.07. The bridge was constructed and the steel placed under the direction of J. W. Hackner, an engineer of the Department, at a cost of \$1,196.95, making the total cost of the bridge \$1,304.07.

Wassa Bridge, 10th Concession, Chisholm.—Located over Wassa Creek at Lot 13 on the 10th line of Chisholm. The bridge is a steel beam structure on concrete abutments. It is 28 feet 3 inches long between abutments, and has a roadway 14 feet in clear width. The main or outside girders are 20-inch I-beams, 65 pounds per foot. A centre 15-inch floor beam supports five lines of 8-inch steel floor joist. The railing consists of three lines of 1½-inch galvanized pipe supported by posts of 4-inch x 4-inch T-bars. The floor is a 6-inch slab of concrete reinforced with steelcrete floor mesh. The concrete abutments are 9 feet in height to the bridge seats, and are supplied with wing walls 8 feet 8 inches long. The abutments and wing walls rest on a timber grillage set well below the bottom of the creek. At this point the creek crosses the road in three places. By making a short new cut north of the road two of these crossings were avoided. The old creek bed has been filled with earth from the new cut. The roadway across the creek bed has been well graded. The steel beams, railing, etc., were supplied by the Hamilton Bridge Works Co., at a cost of \$272.08. All work in connection with bridge, including the erection of steel, was done under the direction of J. W. Hackner, an engineer of this Department. The work and material apart from the steel cost \$1,226.92, making the total cost of the bridge \$1,499.00.

PARRY SOUND DISTRICT BRIDGES.

Beggsboro Bridge, McMurrich.—Located over a creek on the 13th Concession at Lot 14, McMurrich. The bridge is a steel beam structure on concrete abutments. It is 28 feet 3 inches long between abutments, and has a 14-foot roadway. The steel comprises two main girders, of 20-inch I-beams. A centre floor beam connecting the girders supports 5 lines of 8-inch steel floor joist. The railing of 3 lines of galvanized pipe is supported by posts of 4-inch x 4-inch T-bars. The floor is a 6-inch concrete slab reinforced with steelcrete. The concrete abutments with wing walls 14 feet long rest on a rock bottom, and are 8 feet in height to the bridge seats. The steel was supplied by the Hamilton Bridge Works Co., at a cost of \$247.13. The sand, cement, etc., were supplied by the municipality. The work was done under the direction of J. C. Marshall. This Department contributed \$600.00 toward the cost of the bridge.

Bells Settlement Bridge, Croft.—Located over an arm of Ahmic Lake at Lots 19 and 20, Concession 3, Croft. The old timber bridge was 508 feet long. It was decided to shorten the timber structure and fill in the balance with earth. The

new timber structure is located in the middle of the stream over deep water. It is 118 feet long, with a 30-foot centre span supported by a King truss. The balance of the structure is a timber pile trestle. The centre of the bridge has a clear height of 12 feet above water level. The fill of gravel, stone and earth, runs from 6 to 16 feet in height. It is 18 feet in width and is supplied with a substantial guard railing. The bridge and fill were constructed under the direction of D. H. McIntosh, Foreman Public Works, at a total cost of \$2,909.72.

Goughs Bridge, Himsworth.—Located over the South River on the 20 Sideline, Concession 14, Himsworth. It comprises an 80-foot steel truss span on timber pile abutments. It has timber pile trestle approaches 36 feet long at each end,



Sand Lake Bridge, 1914.

giving an overall length of 152 feet. The truss is supplied with steel floor joist, and is designed to carry a concrete floor when required. The present floor is of 3-inch tamarac plank. The truss is supported on pile piers consisting of two lines of piles, 7 piles in each line. The piers are 6 feet wide and are well braced, and sheeted with 3-inch plank. The bridge is immediately east of the old bridge. Very little grading was required. The steel span was supplied by the Hamilton Bridge Works Co., at a cost of \$994.00. The bridge was constructed and steel erected under the direction of Wm. Lowe, Foreman Public Works. The total cost of labour and material apart from the steel was \$1,643.96, making the total cost of the bridge \$2,638.96—\$17.30 per lineal foot.

Inholme Bridge, Seguin River.—Located over the Seguin River on Lot 7, Concession 6, McKellar. It is a steel beam structure on a concrete pier and abutments. It has 2 spans of 29 feet each. The steel spans consist of two outside girders of 20-inch I-beams and a centre floor beam, a 15-inch I-beam, and

5 lines of 8-inch steel floor joist. The railing consists of 3 lines of 11½-inch galvanized pipe supported by posts of 4-inch x 4-inch T-bars. The floor is a 6-inch slab of concrete reinforced with steelcrete. The south abutment rests on a rock bottom and is 10 feet in height. The centre pier is on rock bottom and is 16 feet in height. It is 6 feet wide at the bottom and 3-feet under the coping. It is supplied with a cut water faced with an 8-inch steel angle. The north abutment rests on a pile foundation and is 15 feet in height to the bridge seat. The abutments are supplied with wing walls 17 feet long. There is a heavy fill at each end of the bridge. The steel was supplied by the Hamilton Bridge Works Co., at a cost of \$501.86. The bridge was constructed and the steel placed under the direction of Amos Train, Foreman of Public Works. The work and material other than steel cost \$1,883.01, making total cost of bridge \$2,384.87.

Kent Bridge, Strong.—Located over Distress River on the 30-31 Sideline in the 2nd Concession of Strong. It is a 45 foot steel beam span on timber pile abutments. The outside girders are 24-inch I-beams, 80 pounds per foot, with cover plates ¾ inch x 7½ inches on top and bottom. Two 18-inch floor beams support 5 lines of 9-inch steel stringers. The railing consists of 3 lines of 11½-inch galvanized pipe supported by posts—4-inch x 4-inch T-bars. The floor used is of 3-inch tamarac plank. The abutments consist of a double row of piles placed 5 feet apart sheeted with 3-inch plank at the back to hold the fill. The wing walls are also of double row of piles rock-filled and securely bolted together. The wings are 4 feet high at the outside end. The approaches are well graded and are supplied with a substantial guard rail. The steel was supplied by the Dickson Bridge Works Co., at a cost of \$476.28. The timber was all supplied by the Township of Strong free of cost to the Department. The work was done under the direction of T. J. Paget, Foreman Public Works. The total cost to the Department, material and labour, was \$1,335.00.

MUSKOKA DISTRICT BRIDGES.

Black Bridge, Oakley.—Located over Black River on the 5th Concession of Oakley at Lot 12. A steel truss span on timber pile piers. The truss is 60 feet long centre to centre, and has a 14-foot roadway. Eight-inch steel joist are supplied. The present floor is 3-inch tamarac plank. The pile piers are double rows of piles with 6 piles to a row, two under each bridge seat. The bridge seats are double lines of 12-inch I-beams. The piers are 19 feet long. The back of each pier is sheeted to support a light fill. The approaches are well graded and supplied with a substantial guard rail. The steel was supplied by the Hamilton Bridge Works Co., at a cost of \$757.70. The work, including the erection of the steel, was done under the direction of Wm. Lowe, Foreman Public Works. The total cost of the bridge was \$1,400.85.

Buck River Bridge, Ryde.—Located over Buck River, on Lot 25, Concession 9, Ryde. It is a steel beam span on concrete abutments. The steel span consists of two 24-inch I-beam girders 45 feet long with cover plates ¾-inch x 7½-inch on top and bottom. Two 15-inch floor beams carry five lines of 9-inch floor joist. The railing consists of three lines of 11½-inch galvanized pipe supported by posts of 4-inch x 4-inch T bars. The floor is of concrete reinforced with steelcrete. The bridge has a clear length of 41 feet 9 inches and a clear width of 14 feet. The abutments are of concrete and rest on pile foundations. They are 11 feet in height



Buck River Bridge, Ryde.



Peninsula Canal Bridge, 1914.

to the bridge seat, with wing walls 12 feet long at each corner. The steel was supplied by the Dickson Bridge Works Co. at a cost of \$475.79. All the work in connection with the bridge was done under the direction of Wm. Lowe. The total cost of the bridge was \$2,033.04.

Fisher Creek Bridge, Stisted.—Located over Fisher Creek on Lot 29, Concession 14, Stisted. It is a steel beam bridge 45 feet long and 14 feet in clear width. The structure is the same as Buck River bridge above described. The work was done under Wm. Lowe, the total cost of the bridge being \$1,582.38.

Reay Bridge.—Located over a creek on Lot 5, Concession 6, Township of Muskoka. It is a steel beam bridge with a clear span of 20 feet and a roadway 14 feet in clear width. It consists of seven lines of 12-inch I-beams which carry a 6-inch concrete floor. The railing consists of three lines of 1½-inch galvanized



Carlyon Bridge, East Simcoe, 1915.

pipe, supported by posts of 4-inch x 4-inch T bars. The abutments are of concrete 6½ feet in height to the bridge seats. The abutments rest on a timber grillage set three feet below the low water level of the creek. The approaches are well graded and are protected by a substantial guard rail on each side. The steel, railing, etc., was supplied by the Dickson Bridge Works Co. at a cost of \$127.63. All the work in connection with the bridge, including the placing of the steel, was done under the direction of Wm. Lowe, foreman, Public Works. The total cost of the bridge was \$683.33.

Rosseau Falls Bridge.—Located over the Rosseau River on Lot 28, Concession 3, Cardwell Township. It is a steel beam bridge 45 feet long of the same description as the Reay bridge above described. The abutments are of concrete on rock bottom. They are 8½ feet in height to the bridge seats. All work in connection with the bridge, including the placing of the steel, was done under the direction of Wm. Lowe, foreman, Public Works. The total cost of this bridge was \$1,768.40.

EAST SIMCOE DISTRICT BRIDGES.

Carlyon Bridge.—Located over North River on Lot 19, on the 6th line of North Orillia Township. It is a 60 foot Warren truss span on concrete abutments. The truss is supplied with 7 lines of 8-inch steel joist and carries a 6-inch concrete floor reinforced with steelcrete floor mesh. The concrete abutments and wing walls are 11 feet in height to the bridge seats and rest on a pile foundation, 39 piles being placed under each abutment. Heavy fills of earth were placed at each end of the bridge and well covered with gravel. A substantial guard rail is placed on each side of the approaches. The steel was supplied by the Hamilton Bridge Works Co at a cost of \$729.00. The work, including the erection of the steel, was done under the direction of Amos Train, Public Works foreman. The cost of work and material, apart from the steel, was \$2,697.73, making the total cost of the structure \$3,426.73.

NORTH ONTARIO DISTRICT BRIDGES.

Carriick Bridge—grant.—This bridge is located over Black River on Lot 17, Concession 7, Township of Rama. It is a steel span on concrete abutments. The Ontario Bridge Co. had the entire contract from the Township of Rama at a price of \$5,500.00. The span is 135 feet long from centre to centre of bearings, and has a width of 16 feet. At the last session of the Legislature a grant of \$1,000.00 was voted in aid of the bridge. The structure was examined in September last by J. W. Hackner, an engineer of this Department, who reported the contract completed in a workmanlike manner. The grant of \$1,000.00 was paid to the Township of Rama.

VICTORIA COUNTY BRIDGES.

Emily Creek Bridge—grant.—Located over a creek locally known as "Cal-laghaus Creek," on the road between Lots 6 and 7, in the 13th Concession of Emily. The bridge was constructed by the Township of Emily at a cost of \$710.70. The structure is a 16 foot concrete arch with parapet walls 32 feet long at each side. The walls are from 4 to 8 feet in height, the approaches are filled with stone. A pipe guard rail is supplied over the full length of structure. The bridge was examined by Wm. Kennedy, Superintendent of Public Works, who reported the work completed in a proper manner. The grant of \$200.00 voted for this bridge was paid to the Township of Emily.

Cardiff Township Bridges.—Cardiff Creek bridge is located on the 22nd Concession, at Lot 2. The old structure, 87 feet long, was shortened to 18 feet and the space filled with earth and the exposed sides well rip-rapped. The bridge was recovered with flatted cedar. Cost \$293.39.

Moxley Creek Bridge.—Is located on the 6th Concession, at Lot 22, Cardiff. The old bridge was 110 feet long. It has been shortened to 25 feet. The space was filled and the exposed sides were rip-rapped. The bridge as shortened was refloored with a 6-inch flatted cedar floor. Cost \$260.69.

Cregos Creek Bridge.—Located over Cregos Creek on the Monck Road, about two miles west of Kinmount, Lot 5, Concession 12, Somerville Township. The old bridge was a timber trestle 110 feet long and 24 feet in height above the creek

bottom. The bridge was shortened to 70 feet and the space filled with earth. The sides of the fill are securely rip-rapped. The bridge was thoroughly overhauled. A new floor and railing put on. It should serve for at least six years. When the bridge is renewed it is intended to construct a concrete arch. The work was done under the supervision of Wm. Kennedy, Superintendent of Public Works, at a cost of \$1,065.38.

Hawk River Bridge, Stanhope.—The old bridge was 130 feet long. It has been shortened to 68 feet—two spans of 25 feet each with a centre pier 8 feet wide. The abutments and piers are of timber and are stone-filled. The stringers and new floor are of flatted cedar. A strong guard rail has to be supplied. The space from which the old bridge was removed has been well filled with earth and gravel. The work was done under the supervision of Wm. Kennedy, Superintendent of Public Works, at a cost of \$342.46.

McLaren Creek Bridge, Fenelon.—Located on McLaren Creek at Lot 4, on the 2nd line of Fenelon. It is a steel beam bridge on concrete abutments. It has a clear span of 18 feet with a 6-inch concrete floor with pipe handrailing. The approaches are well graded. The bridge was built by the Township at a cost of \$424.25. It was examined by Wm. Kennedy, Superintendent of Public Works, who reported the work well done. The grant of \$200.00 voted for this bridge was paid to the Township of Fenelon.

NORTH HASTINGS DISTRICT BRIDGES.

Dungannon Township Bridges: No. 1, Bentley Creek Bridge.—Located over a creek on the boundary between Dungannon and Monteagle. Length 18 feet, width 14 feet, cedar timber abutments, stone-filled, cover flatted cedar. Work done under the direction of Walter Wiggins, Col. Road Inspector.

No. 2, Bentley Creek, Concession 16: Located over Bentley Creek, on Lot 15, in Concession 16, Dungannon. A timber bridge 20 feet long, timber abutments 10 feet high, stone-filled. Timber and cover sawn cedar; approaches stone-filled. All work done under Walter Wiggins. Cost of the two bridges \$208.71.

Kavanaugh Creek Bridge, Dungannon.—Located over Kavanaugh Creek at Lot 13 on the Hastings Road. The old bridge was 100 feet long. The local municipalities contributed \$100.00 in consideration of having the bridge shortened and the ravine rock-filled. The bridge has been shortened to 20 feet. The cribs and bridge are built of cedar in a very substantial manner. A permanent fill takes the place of the old bridge, and is provided on each side with a good strong railing. The work was done under the direction of Walter Wiggins at a cost to the Department of \$491.00.

Bangor, Wicklow and McClure Bridges.—Papineau Creek bridge, Concession 1, Wicklow, located over Papineau Creek on the 1st line of Papineau at Lot 4. The bridge is 70 feet long with timber abutments 8 feet wide and 8 feet high. The centre pier is 8 feet wide and 12 feet high. All are built of timber and partly filled with stone. Five lines of 12-inch x 12-inch stringers are used. The stringers rest on corbels 16 feet long. The flooring is of 8-inch flatted cedar. The east approach is built up for a distance of 75 feet and the west approach for a distance

of 20 feet. Both are filled with logs and earth. The road-bed is gravelled. A new approach to the bridge, 40 rods in length, was crosslaid, graded and gravelled. The work was done under the direction of Walter Wiggins at a total cost of \$682.82.

ADDINGTON COUNTY BRIDGES.

Boundary Creek Bridge.—Located over Boundary Creek on Lot 32, in the 2nd Concession of Kennebec. A long timber bridge was replaced with a bridge 12 feet long. The new bridge has rubble masonry abutments on stone foundations. The stringers and cover are of flatted cedar. The north approach 84 feet long and the south approach 208 feet long, have been built up with stone and a gravelled road bed provided. The Department contributed \$200.00 towards the cost of the bridge.

Buckshot Creek Bridge, Clarendon.—Located over Buckshot Creek on the Levant Plevna Road. The bridge is 28 feet long, the abutments are of rubble masonry in cement mortar. The stringers and flooring are of flatted cedar. The approaches, 92 feet on east side and 71 feet on west side, are filled with stone and gravelled. A substantial guard railing is placed on each side on bridge and fill. The Department contributed \$200.00 toward the cost of the bridge.

Gull Creek Bridge, Sheffield.—Located over Gull Creek on the Arden-Tamworth Road in Sheffield. The bridge is 121½ feet long. The abutments are rubble masonry set in cement mortar. The stringers, floor and railing are of sawn cedar. The approaches are stone-filled and gravelled. The Department contributed \$200.00 towards the cost of the bridge.

Mississippi Bridge, Palmerston.—Located over the Mississippi River on the Ardock-Ompah Road, Lot 21, Concession 2, Palmerston. To secure a better road and better approaches the bridge site was changed and 74 rods of new road provided. The bridge as constructed is 142 feet long. It has five piers of rubble masonry from 8 to 10 feet in height. The cover is of flatted cedar; the approaches are well graded. The Department contributed \$200.00 towards the cost of the bridge.

MAINTENANCE LOCKS, DAMS, BRIDGES, DREDGING, ETC.

NAVIGATION.

At the close of the fiscal year 1914, the dredge continued work. Large stones for buoy anchors were gathered and drilled. The dredge was taken to Monaca Island and troublesome boulders removed from navigable waters. Sixty-four scow loads of sand were removed from a bar at Colt's Bay at Port Sandfield. The dredge was laid up at Gravenhurst on Dec. 3rd, 1914. On May 6th, 1915, the dredge was taken to Bala Park. One hundred and thirty scow loads were dredged from the channel at Sandy Point.

At Kemp's Narrows the channel was swept, projecting rocks were drilled and blasted. Eleven scow loads were removed from the Narrows.

At Port Sandfield work was continued on the sand bar, fifty scow loads being removed.

At McMurrich Island the channel was swept, seventy large boulders were removed, providing a much shortened channel.

Work was also done at Port Colborne and Minett.

From July 29th to Oct. 21st the dredge worked in Muskoka River and Mud Bay.

The balance of the season was spent in Indian River above and below the Carling Locks.

Next season it is proposed to continue work in Indian River as we have found that the new dredge will accomplish much work that could not be done with the old dredge.



Bracebridge Storehouse, 1915.

Forty buoys to mark the navigable channels were placed as follows:

IN°LAKE MUSKOKA.

On Bala Bay	6
On channel out from Beaver Island	1
Sandy point	2
Wallaces Cut	3
At American House	1
Between Fair Haven and Ship Island	1
Mouth of Muskoka River	4
Across from St. Elmo	2
On shoals out from Big Island	2
Indian River	5
Between Bailey's Point and the locks	2
Indian Point	2

IN LAKE ROSSEAU.

On shoals out from Woodington House 2

IN LAKE JOSEPH.

Port Sandfield	2
McMurrich Island	3
Port Cockburn	1
On shoal below Redwood	1
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LOCKS.

Port Carling.—The north pier of bridge over old channel was extensively repaired. A shed was erected to store timber and lumber; three new needle beams were placed on the swing bridge. A new waling and life chains were placed on the locks for public safety. The floor of dock was repaired where necessary, and the bottom of the channel above the lock gates was cleared by a diver. A signal light was placed on the swing bridge.

Huntsville Lock.—The swing bridge was repaired and a new signal light placed on it. Two lamp posts with lanterns were placed at east side of lock chamber. The channel wall on west side below the lock was rebuilt for a length of 160 feet. The old wall was entirely removed down to water level and was built up three feet in height of hemlock timbers with cedar ties. Two snubbing posts were placed; the old dam on river channel was rebuilt from the water line, an entire new deck being supplied, and some of the stop log posts renewed.

Magnetawan Lock.—Life chains were placed above the locks on the north side. A shelter 6 feet x 8 feet was built for the lockmaster. Some small repairs were done on the dam. Two new capstans for hoisting stop-logs were placed. Two lamp posts with lamps were placed on the dock above the lock gates. A signal light was placed on the swing bridge and two new buoys were placed below the bridge. A new capstan was placed at Ahnie Lake dam.

Ryerson Swing Bridge.—A signal light was installed on the bridge, and small repairs made.

Port Sandfield Swing Bridge.—A signal light was installed on the bridge; five lamp posts were placed on the dock; a new waling was placed on the front of dock, and a life-line chain suspended for public safety. Necessary repairs were done on floor of dock.

Norman Dam, Keewatin.—A section of this dam, 350 feet in length, over the rock-filled section, had an entire new platform placed thereon. A new guard railing was also installed. A large number of stop-logs with worn out ends were cut off and the logs used in replacing worn out logs in the shorter openings. The balance of the deck must be renewed at an early date and the greater number of the stop-logs renewed. It is a difficult matter to properly regulate the water in the Lake of the Woods with the dam in its present condition.

Opicikininimica and Shining Tree Dams.—No. 1, located in Garabaldi, about a mile from the south boundary. It was built in 1912. This season gravelling was carried out. No. 2, in Miramichi Township, west of a small lake. No repairs. No. 3 is a wing dam located in Asquith Township on Papoose Creek. It prevents the overflow of water into the Montreal River basin. This dam was raised and re-gravelled. No. 4 is a wing dam north of No. 2. It is located in a ravine; it was extended and re-gravelled this season. No. 5 west of Atlin Lake in Asquith Township. It is 40 feet long and four feet high. Some fresh sheeting was put on and gravel applied. No. 6 is a new dam in Churchill Township, located on Shining Tree Creek at its entrance into Okawakenda Lake. The dam is about 75 feet long and is 8 feet high. It is designed to flood out rapids on Shining Tree Creek, and provide a proper navigable canoe route.

REPAIRS TO BRIDGES.

RAINY RIVER DISTRICT.

Lockington Bridge.—The fill constructed in connection with this bridge in 1914 had settled to a considerable extent. This season it was brought up to proper grade.

McKelvie Bridge.—The fill at this bridge is constructed of running clay. It settles from time to time. This season a heavy drop took place and the grade had to be raised. It is hoped that the fill has finally reached an angle of repose.

KENORA DISTRICT BRIDGES.

Eagle River Bridges.—No. 1 located at Eagle River Station in the Township of Aubrey. The work consisted in replacing an old timber structure with a corrugated iron pipe; cutting down the hills at each side and filling in the ravine and raising the road grade.

Eagle River Bridges, Kenora.—No. 2 is located on Lot 11, Concession 1, Township of Sandford, about half a mile north of the post office on the Shapland Road. This is also an iron pipe in a ravine with the hills on each side cut down and the road grade raised across the ravine. The work was done under the direction of James Fraser, road inspector for the District.

Thunder Creek Bridge.—Located over Thunder Creek on Lot 10, Concession 3, Zealand. It is a timber structure 104 feet long with a 30 foot King truss span over the channel. The old piers were all overhauled and properly repaired. A new deck was put on. The new timber is tamarac and cedar. The new structure is two feet higher than the old.

Dinorwic Road Bridge.—This work consisted of a new bridge 54 feet long with a 16 foot roadway. It is built of flatted tamarac and jack pine. A substantial guard rail is supplied. The approaches had been badly washed out. They were filled with heavy logs and covered with three feet of clay from the hills which were cut on each side of the bridge. The work was done under the direction of James Fraser, road inspector for the District.

THUNDER BAY DISTRICT.

Hymer's Bridge.—A heavy flood on the Whitefish River undermined one of the abutments of this bridge and washed out part of the grade. A timber crib stone-filled, was placed to protect the abutment and grade from further action by the water.

SAULT STE. MARIE DISTRICT.

Cranberry Creek Bridge.—Located on Section 1, Pennyfather, on the Goulais Bay Road. The bridge has a clear span of 32 feet, and is supplied with a King truss and needle beam 10-inch x 12-inch timbers. Double pile piers five feet wide are placed at each end. Seven lines of 10-inch flatted stringers carry a three-inch plank. All timbers are securely bolted.

Goulais Bridge, Fenwick.—The banks of the Goulais River are of light sand. The flood water had washed behind the pile abutments rendering the approaches dangerous. New timber trestle approaches 48 feet long were placed at each end. The timber breakwater or wing on the upstream side of the north abutment was extended 20 feet, and a new cut-water placed on the upstream end of the south abutment. The bents in the pile trestle have 4 piles each. The bents are placed at 16 foot centres. Seven lines of 8-inch flatted stringers are used to carry a 3-inch plank floor. A substantial guard railing is erected. In the timber wing wall the piles are driven at 3 foot centres. They are securely braced and are sheeted to a point well above flood level with 2-inch plank. A new wheel track of 2-inch plank 8 feet long was placed over the floor of the old bridge.

Lagoon Bridge, Kerr Road.—Located over a ravine on Section 41, Vancouvernet. The ravine fills with back water from the Goulais River necessitating a high bridge. The new bridge is 54 feet with a 14 foot roadway. It is 12 feet in clear height above low water level. It is a pile trestle with 3 spans of 18 feet. The middle bents have four piles each, well braced and bolted. The caps are 12-inch x 12-inch hewn timber. Six lines of 8-inch flatted stringers carry a floor of 3-inch plank. A substantial guard rail is supplied. The work on these bridges was done under the direction of S. W. Butt, foreman of Public Works.

ALGOMA DISTRICT.

Salter Bridges, Broken Front.—This work consists of replacing a timber bridge with corrugated iron pipe culvert, and filling in the ravine. The pipe is 22 inches in diameter and 30 feet long. The bridge is located on Lot 10, Broken Front, Salter.

A second bridge was renewed on the line between 18 and 19, Broken Front, Salter. It has a clear span of 14 feet; timber crib abutments, stone-filled. Stringers, cedar; floor, 3-inch hemlock; approaches well graded.

Steward's Bridge, Aberdeen.—Located on Lot 7, Concession 2, over the Thessalon River. It is a timber bridge 80 foot long with a centre Queen truss span 40 feet long. It is 8 feet in height above water level. The approaches are stone-filled.

Mississagua Bridge, Trunk Road.—The bottom of this river is a shifting sand. The current shifted and undermined the east abutment exposing the piles in the foundation. A timber crib was built around the abutment and on the upstream side, and filled with stone. The crib is 3 feet from the face of the pier. The washout under the pier was thoroughly filled with stone, and the space between the crib and the pier was also filled with stone. This work will effectively prevent further damage from scouring. The wheel track on the bridge floor was double decked with 3-inch hemlock plank 8 feet long.

Macdonald Township Bridges.—The renewal of five timber bridges. *No. 1. Bar River Bridge.* Located on Section 30. The old bridge was 115 feet long. It is shortened to 22 feet. Pile bent construction; flatted stringers, 3-inch plank cover. A heavy fill was required. 420 yards of earth, 45 loads of stone and 45 yards of gravel were used in the fill. *No. 2, Bar River Bridge.*—Located on Section 35. Of the same construction as on Section 30. 800 yards of clay and 20 yards of gravel were used in the fill.

No. 3. Located on east boundary, Section 25; length 26 feet; pile bent construction, caps and stringers flatted cedar; cover, 3-inch plank; approaches filled with stone and gravel.

No. 4. Also located on east boundary of Section 25; length 28 feet; pile bent construction, caps and stringers cedar; cover, 3-inch plank; approaches stone-filled and gravelled.

No. 5. Located on Section 23; length 26 feet; construction as above; approaches well built of clay and gravel.

McLeod's Creek Bridge.—Lot 10, Concession 3, Aberdeen. Work consists of double decking wheel track with 3-inch plank 8 feet long.

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SUDBURY DISTRICT.

McKenzie Creek Bridge.—On Lot 3, Concession 4, Balfour. A pile trestle bridge 48 feet long; it consists of three spans of 16 feet each; it has five piles to each bent, capped with 10-inch x 10-inch timbers. Five lines of flatted stringers carry a 3-inch plank floor. A substantial guard rail is supplied.

Onaping River Bridge.—The steel span on this bridge was raised 24 inches to give more clearance above flood water. The approaches were also raised to meet the new level. The west approach was extended 12 feet 9 inches.

Vermilion Bridge, Balfour Morgan Townline.—This work consisted of rebuilding the approaches that had been injured by flood water. The shore piers were redriven and replanked well above high water level.

STURGEON FALLS DISTRICT.

Desaulnier's Bridge, Gibbons.—Also known as Gibbons' bridge. The nose of the middle piers had been injured by logs and ice; some of the piles were broken. The sap coat of the piles had rotted allowing the sheeting to fall away. The broken piles were replaced; the sheeting all removed. The piles were redressed and new sheeting put on where necessary.

Filion Bridge.—The two piers at north end were levelled up, four new stringers were placed and 38 feet of the covering at the north end was renewed with 3-inch plank.

McCarthy Creek Bridge, Gibbons.—New pile bents were driven at each side of the channel, new stringers and cover put on. The pile piers are sheeted with plank.

Gagne Bridge.—Length 125 feet; double decked wheel track with 3-inch tamarac plank 8 feet long.

Martland, 3rd Concession Bridge.—Located on Lot 12. This bridge is 80 feet long. It consists of framed bents supported on mud sills. The stringers are flatted cedar and the floor of 3-inch plank. A substantial guard rail is supplied. The approaches are well graded.

TEMISKAMING DISTRICT.

Sunday Creek Bridge, Robilliard.—Located over Sunday Creek on road between Lots 2 and 3, in Concession 1. It is a timber bridge with a truss span over the stream, built under the direction of W. E. Kerr, road inspector.

White River Booms.—The heavy drives of timber on White River have from year to year been causing serious trouble from log jams at the different bridges on White River. It was an expensive proposition to maintain the necessary watchmen to guard against these jams. The lumber companies driving logs on this stream will not provide watchmen to guard the bridges. To minimise the danger from jams it was decided to string boom timbers from the two middle piers to the shore. Booms were installed at the Judge, Pearson, Casey-Brethour and Hilliardton bridges.

Painting Bridges.—The steel on the new Judge bridge was painted this season. While the painters were on the ground it was decided to finish up the work of bridge painting. The Pearson, Hilliardton and Tomstown timber bridges were painted and also the steel bridge over White River on the 10-11 sideroad, Master.

NIPISSING DISTRICT.

Cameron Bridge.—Located on Lot 1, Concession B, Cameron. The bridge is 25 feet long with a 14 foot roadway. The abutments are of rubble masonry set in cement mortar. The stringers and cover are flatted cedar. The approaches, about 4 rods in length, are stone-filled, the height of fill ranging from 6 to 8 feet. A substantial guard rail of hewn cedar is erected. The hills at each side of the bridge were cut down to level the approaches and ease the grades.

Depot Creek Bridge, Concession 14, Chisholm.—Located at Lot 25, Concession 14. A timber bridge 30 feet long with a 14 foot roadway; 18 feet clear width between piers. Piers, timber cribs, stone-filled; cover and stringers flatted cedar. Approaches are well graded.

Corbeil Bridge, Ferris.—Located at Lot 17, Concession 10, Ferris. A timber bridge 32 feet long; crib timber abutments, cover and stringers flatted cedar. The approaches are well graded for a distance of 200 feet at each end. This work was all done under the direction of P. Rochefort, road inspector for the District.

MUSKOKA DISTRICT.

Macey Bridge.—Located on Lot 37, Concession 4, Baxter, on road from Port Severn to Honey Harbour. The bridge is 70 feet long. The repairs consisted of an entire new covering, including railing.

VICTORIA COUNTY.

Cardiff-Monmouth Townline Bridge.—Located north of Wilberforce. The work consisted of rip-rapping the fill made at this bridge in 1914.

Furnace Falls Bridge.—Located over the Burnt River on the Monck Road at Furnace Falls. The east pier of the bridge has been shifted by a log jam. The pier was moved back in place. The bridge was also refloored with 3-inch tamarac plank 14 feet long. The bridge is 110 feet long.

ADDINGTON COUNTY.

Fall River Bridge.—Located on Lot 11, Concession 5, Oso Township, on the Maberly Road. The bridge has a clear span of 16 feet and a roadway 14 feet in width. The abutments are of rubble masonry set in cement mortar. They are 10 feet high and 16 feet long. There are five lines of flatted cedar stringers. The cover is of 3-inch tamarac plank. The approaches are stone filled and the roadway is gravelled. Both bridge and fill are protected with a substantial guard railing.

SOUTH RENFREW DISTRICT.

Lentz Bridge, Raglan.—Located on the Palmer Rapids, Rickingham Road, at Lot 22, Concession 18. The work done consisted of recovering the bridge with flatted cedar. The bridge is 62 feet long.

Lackie Creek Bridge.—Located over Lackie Creek at Lot 20, Concession 6, Matawatchan. The old bridge was 90 feet long. It was shortened to 40 feet. All the cedar timber in the old structure fit for use was used in the new bridge. The approaches are all well filled with stone, and the roadway was gravelled. A substantial guard rail is erected over both bridge and fill.

McGarry Bridge.—Located over the Madawaska River in Raglan. The bridge is 172 feet long. This season it was refloored with 3-inch hemlock plank.

Rowan Creek Bridge.—Located over Rowan Creek at Lot 23, on the 8th Concession of Admaston. The bridge is 70 feet long; it was built of cedar. The municipality furnished all the material required and the Department paid for the labor.

Scully Bridge.—Located over Scully Creek on the Palmer Rapids, Rockingham Road, in the 2nd Concession of Radcliffe. This bridge is 20 feet long between piers. The piers are timber cribs stone-filled; stringers and floor flatted cedar. The approaches are stone-filled. Hill on each side reduced to ease the grades.

Varrin Bridge, Griffith.—Located over a creek on Lot 28, in the 2nd Concession of Griffith. The work this season consisted of filling the timber cribs with stone.

This Renfrew work was all done under the direction of H. N. Moss, road inspector for the district.

LOCKMASTERS' RETURNS.

The following are the lockmasters' returns of lockages during the year 1915:

Port Carling lock.—3,637 steamers, 407 small boats, 576 scows, 24 rafts of timber.

Magnetawan lock.—761 steamers, 324 small boats, 329 scows, 157 rafts of timber.

Huntsville lock.—385 steamers, 604 small boats, 78 scows, 191 rafts of timber.



Concrete Bridge, Fish Hatchery, Mount Pleasant.

DRAINAGE WORKS CONSTRUCTED BY THE DEPARTMENT.

RAINY RIVER DRAINAGE.

Curran Drain, Sections 1 and 2.—This drain commences at the south side of the Atwood-Curran Townline, near the west boundary of Lot 5. It runs north and east across the corner of Section 2 to the east side of road between Sections 1 and 2, a distance of 1,100 feet; thence north on east side of road 100 feet. The drain is from 3 to 4 feet in depth and has a bottom width of 3 feet. It is proposed to extend the work north next season.

Dobie Drain, Concession 4.—This drain is located on Lot 3 in the 4th Concession of Dobie. It is about 240 rods long and empties into a branch of Sturgeon Creek. It drains the 3rd line and also the road between Lots 2 and 3.

Dobie Drain, Concession 3.—This work consists of extending the drain east across Lot 10 on the 3rd Concession Road, and also cleaning out about 1,000 feet of the outlet on north half of Lot 12, Concession 3.

Fraser Creek Drain, Mather.—Commencing the 5th line of Mather at the Tait Townline it runs east in front of Lot 12, a distance of 2,000 feet, it then runs north-east through Lots 12 and 11 in the 5th Concession, and Lot 11 in the 6th Concession to Pine River, a total length of 645 rods. It has a depth of 3 ft. 8 in. at the Tait Townline. The upper end of the drain for 380 rods has a bottom width of 3 feet; the lower end has a bottom width of 5 feet.

Peterson Creek Drain, Mather.—This work is an extension of the Dobie 6th Concession drain upstream across Lots 11 and 12 in the 1st Concession of Mather. The drain was extended 133 rods. A tap ditch, 28 rods long, was also opened from the townline to the creek near line of 11 and 12, to drain a pot hole in the road. This drain will require to be extended 72 rods to reach and tap the Tait Townline.

Shenstone Drain, Section 36.—This work begins at the north boundary of Section 36 near the centre of the section. It runs south-west about 120 rods to a creek; thence west and south to a drain constructed in 1914 on Section 25. The drain is about 400 rods in length. It is designed to drain a muskeg on the Tait-Shenstone Townline.

Shenstone Drain, Section 37.—This work is the continuation (downstream) of a drain opened up on Section 26 a few years ago. The outlet proved insufficient. This season the work was extended through Sections 27, 22 and 40 rods into Section 23, where it empties into a deep ravine. The work was all done under the direction of Wm. McQuaker, Public Works Foreman.

MANITOULIN DISTRICT DRAINAGE.

The following drains were opened up in this district:—

Bidwell Township, on Lots 28 and 29, Concessions 10 and 11—180 rods.

Billings Township, on Lot 21, Concession 1—70 rods.

Burpee Township, on Lots 23, 24, 25, 26 and 27, Concessions 5, 6, and 7—640 rods.

Campbell Township, on Lots 22 and 23, Concession 11—250 rods.

Campbell Township, on Lot 22, Concession 10—175 rods.

Mills Township, on Lots 18 and 19, Concessions 6 and 7—100 rods.

Mills Township, on Lots 13 and 14, Concession 8—65 rods.

Sandfield Township, on Lots 17 and 18, Concession 8—200 rods.

Sheguianah Township, on Lot 21, Concession 10—70 rods.

Tekumah Township, on Lot 16, range B—165 rods.

This work was done under the direction of W. H. Gamey, Road Inspector for the district.

ALGOMA DISTRICT DRAINAGE.

Thompson Drain, Section 9.—Extending from the new culvert on the Dean Lake and Thompson Road about 160 rods across Section 9 to the outlet.

Tarbutt Road Drain, Johnston.—This drain begins on Lot 9 and extends across 10, 11 and into Lot 15. The length of the drain is 140 rods, width 5 to 6 feet, and depth 3 to 3½ feet.

Dean Lake Road Drain.—This drain is 320 rods long, and is located on Section 20 of Thompson Township. It is designed to drain a section of the Dean Lake and Thompson Road. This drainage work was done under the direction by S. Cole, Road Inspector for the District.

SUDBURY DISTRICT DRAINAGE.

Balfour-McKenzie Creek Drain.—Blasting and removing rock from 80 rods on McKenzie Creek.

Balfour and Morgan Drain.—Opening up 140 rods of drain on the 9th and 10th Sideline in the 1st Concession of Morgan and the 6th Concession of Balfour.

Balfour, 5th Concession Drain.—Opening up 150 rods of drain on Lots 1 and 2 in the 4th and 5th Concession of Balfour.

Balfour, 6th Concession Drain.—Opening up 160 rods of drain on Lots 11 and 12 in the 6th Concession of Balfour.

Balfour, 6th Concession Drain.—Opening up 160 rods on Lot 12 in 6th Concession of Balfour.

Balfour, 4th Concession Drain.—Opening up 155 rods on Lots 7 and 8 in the 4th Concession of Balfour.

Capreol Creek Drain.—Opening up and cleaning 480 rods of creek on Lots 10, 11 and 12 in the 2nd Concession and 3rd Concession of Capreol.

Lumsden-Hammer Drain.—Opening up 480 rods of a creek in the 1st and 2nd Concessions of Lumsden and extending into the 2nd and 3rd Concessions of Hammer.

Whitson Creek Drain.—Opening up 320 rods of this creek bottom on Lot 12 in Carson, and Lots 1 and 2 in Blezard. This drainage work was all done under the direction of Basile Ethier, Road Inspector of the Department.

STURGEON FALLS DISTRICT DRAINAGE.

Deer Lake Drain.—This work consisted mainly of blasting and removing rock from the outlet of Deer Lake in the Township of Hugel, to lower the level of the lake reclaim, a large area of submerged land, and to permit the proper drainage of roads in the vicinity of the lake.

Cosby-Martland Drain.—Located on Lot 12, in the 1st Concession of Martland, and Lots 1 and 2 in the 1st Concession of Cosby. It commences at the Scollard-Martland Townline, runs north-west in a water course crossing the Martland-Cosby Townline. It follows the water course west and south in Cosby, a total distance of 530 rods to a proper outlet at the line between Lots 2 and 3 in the 1st Concession, Cosby. The lower end of the drain, 130 rods, has a bottom width of 4 feet, the depth running from 2 to 4 feet. The upper end, 400 rods, has a bottom width of 3 feet and runs from 2 to 3½ feet in depth.

Smith Drain, Springer.—This drain is designed to drain a low section of two roads, the 3rd Line and the 4th and 5th Sideline of Springer. The drain commences at the 3rd Line and runs north on the east side of the 4th and 5th Sidelines, a distance of 500 feet. Thence east through a swamp 900 feet to an outlet. The drain has a bottom width of 3 feet, and runs from 2 to 3½ feet in depth. The above work was done under local foremen acting under the direction of J. W. Hackner, an engineer of this Department.

TEMISKAMING DRAINAGE.

Casey, 5th Concession Drain.—This drain taps the 6th line at the line of Lots 4 and 5, and runs south and east across Lots 5 and 6 to a large ravine. The length of the drain opened is 245 rods. The drain has a bottom width of 3 feet and a general depth of 3 feet.

Evanturel, 3rd Line Drain.—This drain commences at the line of Lots 2 and 3 and runs east on the north side of the 3rd Concession Road to the Evanturel-Ingram Townline. The drain has a general depth of 3 feet and a bottom width of 3 feet. It was designed to drain the road between Lots 2 and 3. Next season it is proposed to extend the drain further west to drain pot holes in the 2nd line unfit for road building. The outlet in Ingram must also be improved.

Moose Creek Drain.—This work consists of opening up a creek from 8 and 9 Sideline in Hilliard, easterly across Lots 9, 10, and 11, in the 1st Concession to a sufficient outlet. Beaver dams were removed from the upper end on Lot 9 and the creek bed was cleared to a width of 20 feet, across Lots 10 and 11. Beaver dams were also removed on these lots.

Sutton Creek Drain.—This was an extension of the work on Sutton Creek that last year was carried up from Lake Temiskaming to the centre of the 6th Concession of Harris. This year the work was extended north 360 rods to the centre of Lot 3 in the 1st Concession of Casey. The creek bed was brushed and cleared for a width of 50 feet. This drainage work was all done under the direction of W. E. Kerr, Road Inspector for the District.

NIPISSING DISTRICT DRAINAGE.

The following drains and creeks were opened up in the District of Nipissing to provide outlets for road drainage:—

Bonfield Township.—On Lot 29 in the 2nd Concession, 220 rods of creek.

“ “ “ On Lots 21 and 22, 9th Concession, 60 rods of drain.

Chisholm Township.—On Lots 4 and 5, in 3rd and 4th Concessions, 80 rods of creek.

“ “ “ On rear of Lots 13 and 14, in 12th Concession, 96 rods of drain.

“ “ “ On Lot 18 in the 13th Concession, 250 rods of creek.

“ “ “ On Lot 12 in the 18th Concession, 55 rods of creek.

“ “ “ On Lot 21 in the 18th Concession, 55 rods of drain.

Ferris Township.—On Lot 19 in 1st Concession, 55 rods of drain.

“ “ “ On Lot 16 in the 2nd Concession, 50 rods of creek.

“ “ “ On Lots 25, 26 and 27 in 4th Concession, 110 rods of creek.

“ “ “ In front of Lots 15 and 16 in 5th Concession, 60 rods of drain.

“ “ “ On Lot 12 in 7th Concession, 55 rods of drain.

“ “ “ On Lots 16 and 17 in 7th Concession, 40 rods of creek.

“ “ “ On Lots 25 and 26 in 8th and 9th Concessions, 108 rods of creek.

“ “ “ On Lots 17 and 18 in 9th and 10th Concessions, 400 rods of creek.

“ “ “ In front of Lots 12 and 13 in 13th Concession, 60 rods of drain.

Papineau Township.—On Lots 12, 13 and 14 in the 10th and 11th Concessions, 200 rods of creek.

“ “ On Lots 15 and 16 in 11th Concession, 105 rods of creek.

The drainage work in this district was all done under the direction of Paul Rochefort, Road Inspector for the District.

PARRY SOUND DISTRICT DRAINAGE.

25th Concession Drain, Himsworth.—This consists of opening up a creek from the 25th Concession Road in front of Lot 24, north and west through a water course, a distance of 378 rods, to a swamp on Lot 27 in the 26th Concession. The drain as proposed has a depth from 2 to 3 feet. The bottom width at the head is 3 feet and increases gradually to 6 feet at the outlet. The work was commenced this season, but had to be discontinued on account of unusual fall floods. It is proposed to continue the work next season.

MUSKOKA DISTRICT DRAINAGE.

Lees Lake Drainage.—This work consists of the opening up of the outlet of Lees Lake on Lot 32 in the 7th Concession of McLean to relieve a section of road now flooded by the high water in the lake. The work consisted in lowering the bottom of the creek by blasting, and the removal of rock and boulders. The work was done under the direction of Richard Zimmerman, at a total cost of \$456.40.

EAST SIMCOE DRAINAGE.

In this district the following drains and outlets were opened up for road drainage:—

Medonte Township.—On 12th Concession, 180 rods of drain.

“ “ On 15th and 16th Sideroad, 13th Concession, 70 rods of drain.

“ “ On Lot 8, 12th Concession, 24 rods of drain.

“ “ On 68 and 69 Sideroad, 1st Concession, 40 rods of drain.

“ “ On 55 and 56 Sideroad, 2nd Concession, 170 rods of drain.

Oro Township, Lot 4, Concession 13.—Cleared 160 rods of creek, 12 feet wide, and deepened 20 rods.

North Orillia, on Lot 12, Concession 7.—A bend in the North River 200 feet across was cut, 400 cubic yards of earth being removed: 160 rods of the river bed was cleared of logs and brush. This work allows the water to escape that formerly flooded the road at this point. This work was all done under the direction of R. C. Hipwell, Road Inspector, \$500 having been expended.

MARA-RAMA DRAINAGE.

Tenth Concession Drain, Mara.—This drain begins at the centre road near the middle of Lot 28 in the 10th Concession. It extends south-west across Lots 28, 29, and 30, entering Lake Simcoe at the line between Lots 30 and 31. The length of the drain is about 9,000 feet. The work consisted of an enlargement of the old drain.

Eleventh Concession Drain, or Government Drain, Mara.—This drain commences at the 12th Concession Road on Lot 28, and runs south-west across Lots 28, 29, 30 and 31, in the 11th and 10th Concessions, entering Lake Simcoe near the line of Lots 31 and 32. The drain is 790 rods in length. The work consists of an enlargement, deepening and widening of an old drain. The depth varies from 2 to 4½ feet, and the bottom width ranges from 2 to 5 feet. Both drains were done under the direction of H. N. Anderson, and the work has been carried out in a workmanlike manner.

Duffy Drain, Concession F, Rama.—This drain extends from an old drain on the line between Lots 1 and 2, Range F, west, through Lots 1 and 15, a distance of 210 rods, to a drain constructed in 1914. The drain has a bottom width of 3 feet, with a depth varying from 2 to 3 feet. The work was done under the direction of John Duffy, and has been carried out in a workmanlike manner.

EXTENSION OF RAILWAYS IN ONTARIO.

The only extension reported during the year was the completion of the track on the section of the Lake Erie and Northern Railway from Brantford to Port Dover, a distance of 28.30 miles. This brings the total of completed track in Ontario to 11,050.28 miles.

REVISED STATEMENT OF RAILWAY MILEAGE IN ONTARIO TO DECEMBER 31ST, 1914.

No.	Name of Railway.	Terminal Points.		Completed prior to Confederation.	Completed since Confederation.	At present under construction.	Total length of each railway or system of railways in miles.
		From	To	Length in miles.	Length in miles.	Length in miles.	
1	Grand Trunk Railway, Main Line	East Prov. Bound ..	Point Edward.....	457			
2	do Buffalo and Lake Huron Branch..	Fort Erie	Goderich	158			
3	do London Branch	St. Mary's	London	23			
4	do Galt and Doon Branch.....	Galt	Berlin	7	4.5		
5	do Waterloo Junction Railway.	Waterloo	Elmira		10.25		
6	do Toronto and Nipissing Branch	Toronto	Cobocouk		88		
7	do Midland Railway, Main Line.....	Port Hope	Midland	65	54.53		
8	do do Peterboro' Branch	Millbrook	Lakefield	13	9		
9	do Lake Simcoe Junction.....	Stouffville	Jackson's Point.....		26.5		
10	do Whitby, Port Perry and Lindsay..	Whitby	Lindsay		46		
11	do Victoria Railway.....	Lindsay	Haliburton.....		55.81		
12	do Grand Junction Railway	Belleville	Peterborough.....		64.65		
13	do Belleville and North Hastings.....	Madoc Junction.....	Eldorado.....		22		
14	do Toronto and Ottawa.....	Madoc	Bridgewater		9		
15	do do Manilla Link.	Wick	Manilla		6.5		
16	do do Omeme Link.	Omeme	Peterborough		14		
17	do Port Dover and Lake Huron.....	Port Dover.....	Tavistock		55.68		
18	do South Norfolk Railway	Simcoe	Port Rowan		17		
19	do Chemong Branch	Peterborough.....	Chemong Lake		9		
20	do Stratford and Huron.....	Stratford	Warton		106.27		
21	do Owen Sound Extension	Parkhead Junction..	Owen Sound		12.40		
22	do Georgian Bay and Wellington	Palmerston	Durham		26		
23	do Northern Railway, Collingwood Line	Toronto	Meaford	94	21		
24	do Muskoka Branch.....	Barrie	Gravenhurst.....		53		
25	do Hamilton and Northern, Main Line.	Port Dover	Allandale.....		135.3		
26	do do Collingwood	Collingwood	Penetanguishene ..		40		
27	do North Simcoe Junction.....	Collwell	Tiffin		33.34		
28	do Midland Branch	Wyevale			9		
29	do Birch-Tay Branch	Birch	Tay		8.9		
30	do Northern and Pacific Junction Rlwy	Gravenhurst.....	Nipissing Junction..		111.5		
31	do Magnetawan River Railway.....	Burk's Falls Station	Burk's Falls Wharf ..		1.01		
32	do Toronto Belt Line Rly., East Section	Don Station, G.T.R.	Junc. Northern Ry ..		8.50		
33	do do Western Section	W. Toronto, on G.T.R	Swansea.....		4.33		

REVISED STATEMENT.—Continued.

P.W.	No.	Name of Railway.	Terminal Points.		Completed prior to Confederation.	Length in miles.	Completed since Confederation.	Length in miles.	At present under construction.	Length in miles.	Total length completed of each railway or system of railways in miles.
			From	To							
		Grand Trunk Railway—continued.....									
34		Canada Atlantic Railway.....	East Prov. Bound.	Ottawa.....			68.08				
35		Ottawa, Arnprior & Parry Sound Ry.	Ottawa.....	Scotia Junction.....			212.60				
36		Parry Sound Colonization Ry.	Scotia Junction.....	Deport Harbor.....			51.20				
37		Central Counties Railway.....	Glen Robertson.....	Hawkesbury.....			21				
38		do do.....	South Indian.....	Rockland.....			17				
39		Railway (Great Western Div. } Main Line.....)	Niagara Falls.....	Windsor.....		229					
40		Toronto and Hamilton Branch.....	Toronto.....	Hamilton.....		39.5					
41		Loop Line Division.....	Glencoe.....	Fort Erie.....			145				
42		Kingscourt and Glencoe Link.....	Kingscourt Junction.....	Glencoe.....			20.6				
43		Sarnia Branch.....	Komoka.....	Sarnia.....		51					
44		Petrolia Branch.....	Wyoming.....	Petrolia.....		7					
45		Brantford Branch.....	Harrisburg.....	Brantford.....		8					
46		Brantford and Tillsonburg.....	Brantford.....	Tillsonburg.....							
47		Lynden to Brantford.....	Lynden.....	Brantford.....							
48		Wellington, Grey and Bruce.....	Harrisburg.....	Southampton.....		27					
49		do do S. Extension.....	Palmerston.....	Kincardine.....			66				
50		G. W. Div., London, Huron & Bruce.	Hyde Park Junction.....	Wingham.....			69.75				
51		do Welland Railway.....	Port Colborne.....	Port Dalhousie.....		25					
52		Canadian Pacific Railway Main Line.....	East Prov. Bound.....	West Prov. Bound.....		57					3,079.7
53		Algoma Branch.....	Sudbury.....	Sault Ste. Marie.....			1,216.40				
54		Brockville and Ottawa Railway.....	Brockville.....	Carleton Place.....		46					
55		St. Lawrence and Ottawa Railway and Chaudiere Branch.....	Prescott.....	Ottawa.....		59.5					
56		Ontario and Quebec Railway.....	West Toronto.....	East Prov. Bound.....		12					
57		do do Don Branch.....	Leaside Junction.....	Toronto.....			281.25				
58		Credit Valley Railway, Main Line.....	Toronto.....	St. Thomas.....			5				
59		do do Mimico Branch.....	Islington.....	Mimico.....			119.13				
60		do do Orangeville Branch.....	Streetsville Junction.....	Elera & Orangeville.....			2.60				
61		do do Guelph Branch.....	Campbellville.....	Guelph.....			61				
62		Toronto Grey & Bruce, Main Line.....	Toronto.....	Owen Sound.....			15				
63		do do Teeswater Branch.....	Orangeville.....	Teeswater.....			122				
64		Toronto Grey & Bruce, Wingham Branch	Glen Annan.....	Wingham.....			72				
65		West Ontario Pacific Railway.....	Woodstock.....	London.....			4.75				

REVISED STATEMENT - Continued.

No.	Name of Railway.	Terminal Points.		Completed prior to Confederation.	Completed since Confederation.	At present under construction.		Total length completed of each railway or system of railways in miles.
		From	To			Length in miles.	Length in miles.	
66	C.P.R. West Ontario Pacific Rly., Detroit Extension	London	Windsor		112.50			
67	do Atlantic and North-West Railway	Renfrew	Eganville		19.25			
68	do Lindsay, Bobcaygeon and Pontypool Ry	Burketon	Bobcaygeon		38.79			
69	do Sudbury and Toronto Branch	Bolton	Romford Junction		226.20			
70	do South Ontario Pacific Railway	Guelph Junction	Hamilton		16.3			
71	do Guelph and Goderich Railway	Guelph	Goderich		88			
72	do do Listowel Branch	Listowel Junction	Listowel		16, 10			
73	do Walkerton, Lucknow Railway	Saugeen Junction	Walkerton		37.70			
74	do Tillsonburg, Lake Erie & Pacific	Port Burwell	Embro		46.11			
75	do St. Mary's & Western Ontario Ry.	Embro	St Mary's		15.90			
76	do Georgian Bay & Seaboard Railway	Port McNicoll	Bethany		90.86			
77	do Campbellford, Lake Ontario and Western Railway	Glen Tay Junction	Agincourt		182.60			
78	do Gleggarry and Stormont Railway	Cornwall	St. Polycarpe Jet.		27.00			
79	do Lake Erie and Northern Railway	Galt	Port Dover		50.30			
80	Kingston & Pembroke Railway	Kingston	Renfrew		103			3,350.49
81	Michigan Central Railway , formerly Canada Southern, Main Line.	Windsor	Niagara Falls		226.80			
82	Michigan Central Railway, St. Clair Branch	St. Clair Junction	Courtright		62.2			
83	do do Amherstburg Branch	Amherstburg	Essex Centre		15.7			
84	do Oil Springs Branch	Oil City Junction	Eddy's		5.2			
85	do Petrolia Branch	Petrolia Junction	Petrolia		4.9			
86	do Leamington & St. Clair Branch	Comber	Leamington		15.9			
87	do Port Erie Branch	Welland Junction	Fort Erie		17.4			
88	do Niagara Branch	Fort Erie	Niagara	30				378.10
89	Cobourg, Peterboro' & M'mora Ry., M'mora Line.	Cobourg	Harwood	14.5				14.50
90	Lake Erie and Detroit River Railway	Walkerville	St. Thomas		126.85			
91	do Erie and Huron Railway	Rondeau	Sarnia		70.47			
92	do London & Port Stanley Railway	London	Port Stanley	25				222.32
93	Canadian Northern Railway.							
	Port Arthur, Duluth and Western Railway, and Ontario & Rainy River Railway, Main Line.	Port Arthur	West Prov. Bound.		287			
94	do do Duluth Extension	Stanley Junction	Gun Flint Lake		66.54			
95	do do James Bay Railway	Canada Atlantic Ry.	Parry Harbor		3.7			

REVISED STATEMENT—Concluded.

No.	Name of Railway.	Terminal Points.		Completed prior to Con- federation.	Completed since Con- federation.	At present under con- struction.	Total length completed of each rail- way or sys- tem of rail- ways in miles.
		From	To				
96	Canadian Northern Ontario, Toronto & Sudbury Line	Toronto	Sudbury	269			
97	do do Key Branch	Key Junction	Key Harbor	6.2			
98	do do Hutton Branch	Sudbury Junction	Sellywood Junction	27.8			
99	do do do Garson Branch	Garson Junction	Garson Mine	3.7			
100	do do do Orillia Branch	Orillia Junction	Atherley Junction	7.4			
101	do do do Ottawa, Hawkesbury	Ottawa	Hawkesbury	58			
102	do do do Ottawa-Capreol	Ottawa	Capreol	304.69			
103	do do do Port Arthur, Sudbury	Ruel	Port Arthur	545.00			
104	do do do Toronto-Ottawa	Toronto	Ottawa	219.61			
105	do do do Central Ontario Railway	Trenton, on G.T.R.	Maynooth	110.00		20.00	
106	do do do Bay of Quinte Railway	Deseronto	Bannockburn	78.45			
107	do do do do do	Yarker	Sydenham	11.57			
108	do do do do do	Deseronto	Grand Trunk Ry.	3.50			
109	do do do do do	Kinmount	Bancroft	45.00			
110	do do do do do						
111	do do do do do						
112	do do do do do						
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126	do do do do do						
127	do do do do do						
128	do do do do do						

Year's increase, 28.3 miles.

STATEMENT OF ELECTRIC RAILWAY MILEAGE IN ONTARIO.

No.	Name of Railway	Mileage				Number of power houses		Remarks
		Mileage First Track	Mileage Second Track	Total	Mileage under Construction	Steam Power	Water Power	
1	Berlin and Waterloo	3.20	1.53	4.73	.....	1	.....	Hydro-Electric Power, from City of Berlin.
2	Berlin and Northern	2.45	.....	2.45	.....	.....	.....	"
3	Berlin, Waterloo, Wellesley and Lake Huron ..	17.81	1.36	19.17	.....	.....	.....	"
4	Brantford Civic	8.95	.....	8.95	.....	.....	.....	Power supplied by Cataract Power Co.
5	Brantford and Hamilton	23	.....	23	.....	.....	.....	Power: Chatham Gas Co.
6	Chatham, Wallaceburg and Lake Erie	36.94	.....	36.94	.....	1	.....	Power, Hydro, from Kakabeka Falls.
7	Cornwall	4	.....	4	.....	.....	.....	Hydro-Electric.
8	Fort William Civic	14.58	.....	14.58	.....	.....	.....	"
9	Galt, Preston and Hespeler	15.67	.....	15.67	.....	.....	.....	"
10	Leased Line, Preston-Berlin	10.75	.....	10.75	.....	.....	.....	"
11	Grand Valley	21.81	.....	21.81	.....	.....	.....	"
12	Guelph Radial	8.50	.....	8.50	.....	.....	.....	Power from Cataract Power Co.
13	Hamilton and Dundas	7	.....	7	.....	.....	.....	"
14	Hamilton, Grimsby and Beamsville	23	.....	23	.....	.....	.....	"
15	Hamilton Street	32	.....	32	.....	.....	.....	"
16	Hamilton Radial	22	.....	22	.....	.....	.....	"
17	International Railway Co., Niagara Park	11.91	.....	11.91	.....	1	.....	Subject to control of Niagara Falls Park Com-
18	International Transit	4.30	.....	4.30	.....	.....	.....	"
19	Kingston, Portsmouth and Cataraqui	8	.....	8	.....	1	.....	"
20	London and Lake Erie Railway and Transportation Co.	29	.....	29	.....	.....	.....	Hydro-Electric.
21	London Street	25.73	6.79	32.52	.....	1	.....	"
22	Mount Mackay and Kakabeka	4	.....	4	.....	.....	.....	Power from the Northern Ontario Power Co.
23	St. Catharines and Toronto	48.56	.....	48.56	.....	.....	.....	"
24	Niagara, Welland and Lake Erie	4.56	.....	4.56	.....	.....	.....	"
25	Nipissing Central	10.77	.....	10.77	.....	.....	.....	"
26	Oshawa	9	.....	9	.....	.....	.....	"
27	Ottawa Street	26.17	24.03	50.20	.....	.....	1	Peterborough Hydraulic Power Co.
28	Peterborough Radial	7	.....	7	.....	.....	.....	Hydro, from Kakabeka Falls.
29	Port Arthur Civic	18.77	5.57	24.34	.....	.....	.....	"
30	Port Dalhousie, St. Catharines and Thorold ..	8.17	.....	8.17	.....	.....	.....	Power from the Canadian Salt Co.
30	Sandwich, Windsor and Amherstburg	30.82	.....	30.82	.....	1	.....	"

31	Sarnia Street	9.25	.....	9.25	.....	Power from the Sarnia Gas and Electric Co.
32	St. Thomas Street	7.50	.....	7.50	.....	Hydro Power.
33	Toronto Civic	9.91	.....	9.91	.....	"
34	Toronto Mimico	11.11	.....	11.11	.....	Power from the Toronto Power Co.
35	Toronto Scarboro	11.45	.....	11.45	.....	"
36	Toronto Street	70.05	61.57	132.62	.....	"
37	Toronto Suburban	17.25	.....	17.25	.....	"
38	Toronto and York Radial	59.44	.....	59.44	.....	"
39	Windsor, Essex and Lake Shore	36.17	1.13	37.30	.....	"
40	Windsor and Tecumseth	9.45	.....	9.45	.....	"
41	Woodstock, Thames Valley and Ingersoll.....	11.50	.....	11.50	.....	Power from Cataract Power Co.
		752.50	101.98	854.48	.....

DRAINAGE AID.

Lovelace-Orton Drain, Gosfield North.—The drainage basin of the Lovelace and Orton drains is the head of two drainage systems—the Ruscom system and the Belle River system. The drains were so constructed that the water might flow to either system as the height of water determined. Endless trouble and confusion resulted from the intermingling of drains and outlets. On the order of the drainage referee a new outlet was provided, and the two systems effectively and permanently separated. The present work comprises the repair of the Lovelace drain on Lots 20, 21 and 22, in the 6th Concession, and of the Orton Sideroad drain through the 6th Concession. The new work consists of a drain on the line of Lots 19 and 20 from the 7th Concession Road north through the 7th, 8th, and part of the 9th Concession to the Ruscom River.

Through the 7th Concession the new outlet is about 4½ feet deep, and has a bottom width of 6 feet. Through the 8th and 9th Concessions the drain averages 5½ feet deep and has a bottom width of 7 feet. The estimated cost of the work is \$6,952.93, which is assessed as follows:—

On lands and roads in Gosfield North	\$5,730.83
On lands and roads in Gosfield South	\$12,222.10

The work was examined by me in June, 1915, and on report of the proper completion of the work, the grant of \$1,500.00 voted in aid of this drain, was paid to Gosfield North, the initiating municipality.

Diron Creek Drain, Roxborough.—This drain commences at Lot 22 in the 1st Concession of Roxborough, and runs south-westerly through the 1st Concession to Lot 30, thence westerly through the 9th Concession of Cornwall to the Osnabruck Townline, thence south-west through the 6th and 5th Concessions of Osnabruck, joining the Aux Raisin River on Lot No. 8. The length of the drain is 47,000 feet. Four branch drains are included in the work in Roxborough. The Stephenson Branch between Lots 21 and 22—2,600 feet long; the Harris Branch, north between Lots 22 and 23—4,380 feet long; the Alguire Branch, 3,400 feet long, south between Lots 22 and 23; the McLaughlin Branch, 5,385 feet long, crosses Lots 28, 29 and 30. The combined length of the drain and branches is 62,565 feet or nearly 12 miles. The main drain is from 15 to 18 feet wide and from 5 to 7 feet deep. The branch drains are the ordinary drains from 8 to 12 feet wide, and from 3 to 4 feet deep. The drainage area comprises 6,448 acres—3,759 acres in Roxborough, 1,225 acres in Cornwall, and 1,464 acres in Osnabruck. The estimated cost of the work as per engineer's report was \$29,170.90, which amount is assessed against the lands and roads in the different municipalities as follows:—

On lands and roads in Roxborough	\$15,404.72
On lands and roads in Cornwall	5,644.07
On lands and roads in Osnabruck	10,122.11

The drain was examined by J. W. Hackner, an Engineer of this Department, in December, 1914. On report of the completion of the work the grant of \$2,000.00 voted in aid of this drainage scheme was paid to the Township of Roxborough, the initiating municipality.

I have the honour to be, Sir,

Your obedient servant,

A. J. HALFORD.

Engineer Public Works.

REPORT OF CHIEF BOILER INSPECTOR.

TORONTO, December 10th, 1915.

THE HONOURABLE F. G. MACDIARMID.

Minister of Public Works, Parliament Buildings,

Toronto, Ont.

SIR,—I have the honour to submit my third annual report of the work done by the Boiler Inspection Branch of the Department of Public Works during the year ending October 31st, 1915.

The following is a summary of our inspection work:—

Drawings and specifications of boilers surveyed and registered, 227.

Drawings and specifications of accessories surveyed and registered, 266.

Drawings returned to manufacturers for corrections, 22.

Registered boilers inspected during construction, 282.

Plates examined, 1,115.

Plates rejected, 24.

Registered boilers inspected by insurance companies in the United States, 51.

Registered boilers inspected by insurance companies in England, 12.

Used boilers inspected in Ontario, 358.

Used boilers inspected in Canada outside Province of Ontario, 29.

Used boilers inspected in United States, 16.

Used boilers inspected and condemned, 19.

Certificates issued for new boilers, 355.

Certificates issued for used boilers, 374.

Fees for survey designs of boilers, \$1,865.00.

Fees for re-survey designs of boilers, \$85.00.

Fees for survey designs of accessories, \$886.00.

Fees for re-survey designs of accessories, \$72.00.

Fees for shop inspection of new boilers, \$1,485.00.

Fees for inspections of used boilers, \$1,995.00.

Fees for expenses in connection with the inspection of used boilers, \$1,483.89.

Fees for certificates for L. P. heating boilers, \$170.00.

Letters received, 2,992.

Letters written, 4,052; letters written (circular) 1,625—5,677.

You will note from above statement that no shop inspection is made of heating boilers; the reasons for which being the majority of heating boilers are constructed of cast iron, moulded in sections, and the pressure is limited to 15 lbs. We require, however, detailed drawings to be submitted for approval in the same manner as boilers used for power purposes, and if the construction is found to be satisfactory and in accordance with our Regulations, certified prints are returned to the manufacturer from which boilers in any number may be built. An affidavit signed by shop foreman—forms of which are supplied by this Branch—stating that the boiler has been built true to the registered design must be furnished by the manufacturer for each boiler to be installed over which we have jurisdiction before the official certificate is issued, for which we charge the fee of \$1.00.

The Steam Boilers Act remains unchanged and we continue to have no jurisdiction over boilers in operation unless we are notified that they are being extensively repaired, in which case we make an inspection after the repairs have been

completed, and calculate the allowable working pressure in conformity with our rules. As stated in my last year's report, this is an unsatisfactory state of affairs because if the owner will not repair a defective boiler when it is in a dangerous condition then he is exempt from the Steam Boilers Act and cannot be compelled to make the boiler safe. If the boiler is under the supervision of an insurance company, who may cancel the insurance on account of the boiler being unsafe, in some cases another insurance company will accept the risk and in this way undue hazard is taken and explosion may occur.

Boiler explosions of which we are notified are investigated by this Branch as in the past, although we have no official right to make any such examinations. I consider that all boiler or pressure vessel accidents sufficiently serious to justify an investigation should be investigated by this Branch of the Department with a view to determining the causes of the explosions and preventing as far as possible a further recurrence.

In the month of May we conducted an evaporative test between coal and crude oil for the purpose of determining whether the latter would be suitable for firing the boilers in the Parliament Buildings. This oil burning apparatus is known as the Fess System Rotary Crude Oil Burner, and was installed under No. 6 boiler. Our test observations showed that the heating value per unit cost of crude oil when burned in this installation was cheaper than the coal which was being used, fuel alone being considered. The cost of hauling away ashes combined with cleanliness were the largest items in favour of the oil, and we advised that the burner at issue should be purchased.

BOILER EXPLOSIONS.

I regret to report that during the year the following boiler explosions were reported to this Department.

On April 11th, a boiler exploded in the sawmill owned and operated by Messrs. Field Bros., in Sinclair Township, near Huntsville, resulting in the complete destruction of the building and killing George and William Field. The exploded boiler was of the Horizontal Tubular type, thirty years old, and from the information received had never been inspected.

The cause of the explosion was due to the safety valve being overloaded, and to the syphon of the steam gauge being choked in the cutout cock thereby rendering the gauge inoperative. The syphon pipe which we examined and tested failed to release the obstruction at 500 lbs. pressure.

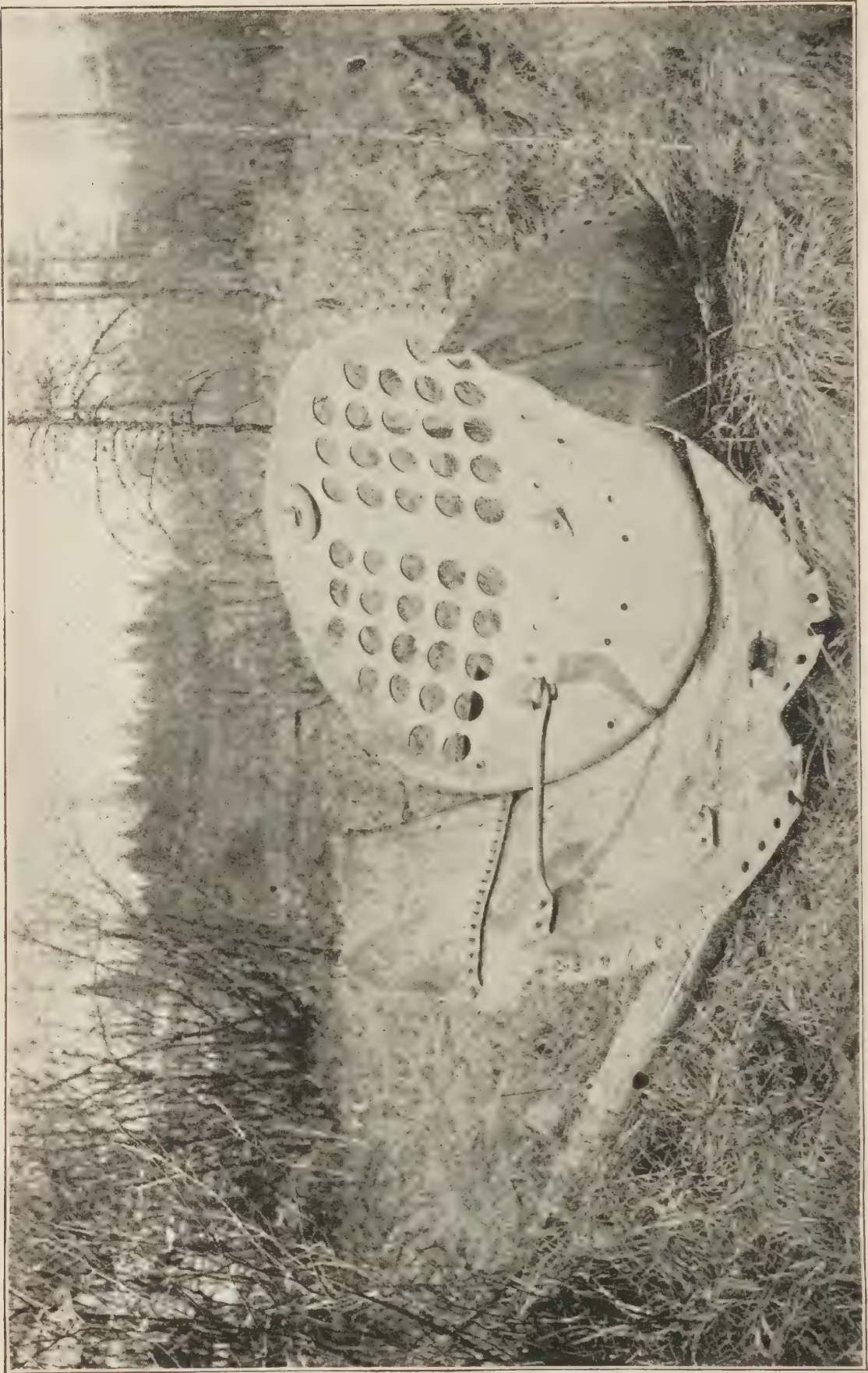
On May 17th, a boiler explosion occurred at 14 Wells Hill Crescent, Toronto, damaging the residence to the extent of about \$5000.00.

The boilers were of the ordinary round cast iron type, twin connected, with shut-off valves on the flow and returns, connected up in this manner so that each could be run independently. It was the custom to operate the smaller boiler during mild weather and to couple up the larger boiler during severe weather.

About a week previous to the accident the valves on the flow and return of the boiler that exploded were closed and the fires allowed to go out. On the day of the explosion the maid finding that the house was chilly commenced burning newspapers in the boiler that was isolated from the heating system, with the result that an explosion occurred due to the valves being closed, and the circulation cut off steam was generated which had no means of escape.



Showing a General View of the Wrecked Sawmill After the Explosion.



Showing the Front Head and a Part of the Shell Blown About Three Hundred Feet from the Original Location of the Boiler.



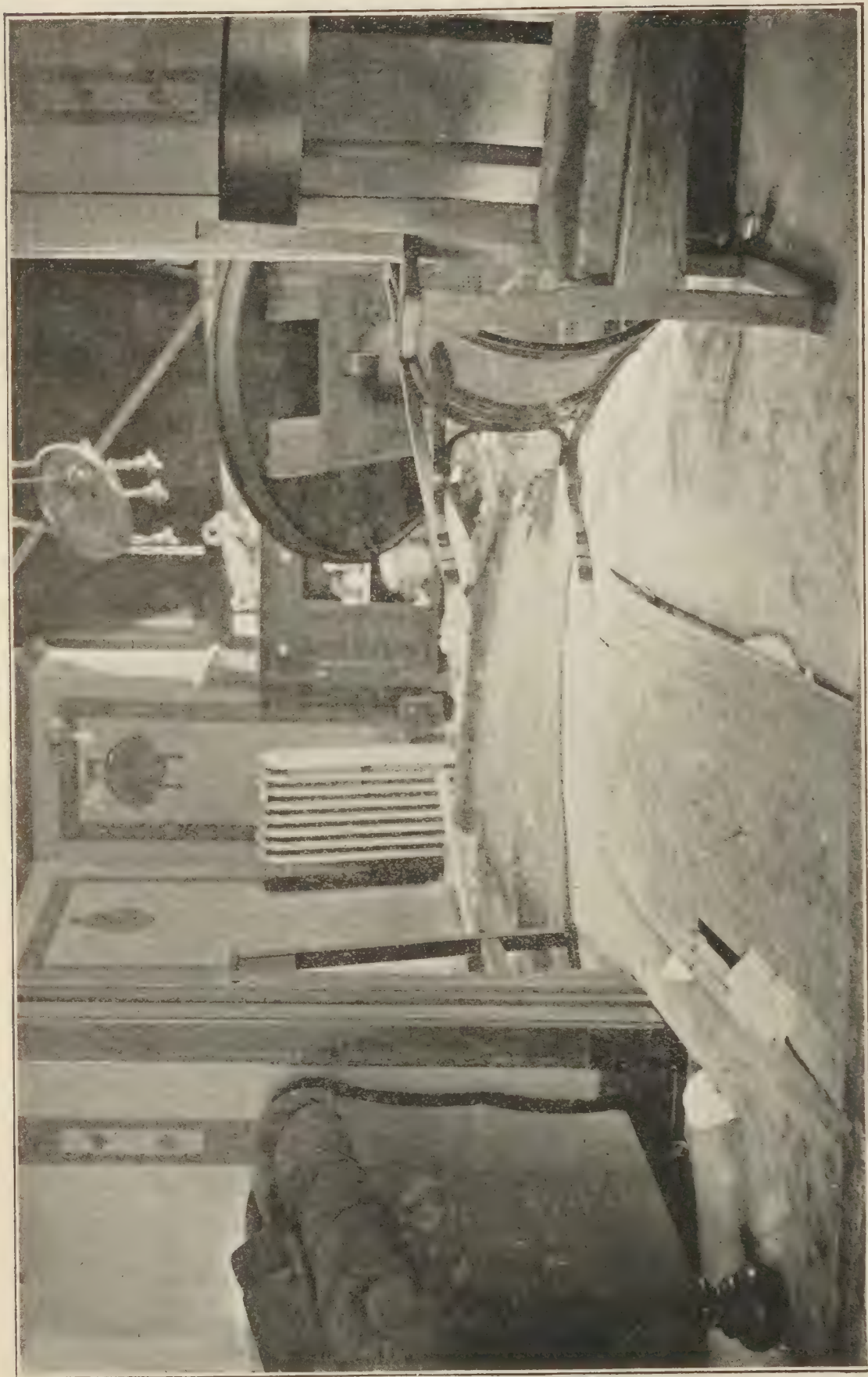
Showing the Greater Portion of the Shell Plate Torn in an Irregular Fashion



Showing Boiler Room and Location of Boilers.



Showing Damage to Kitchen.



Showing Damage to Dining-Room.



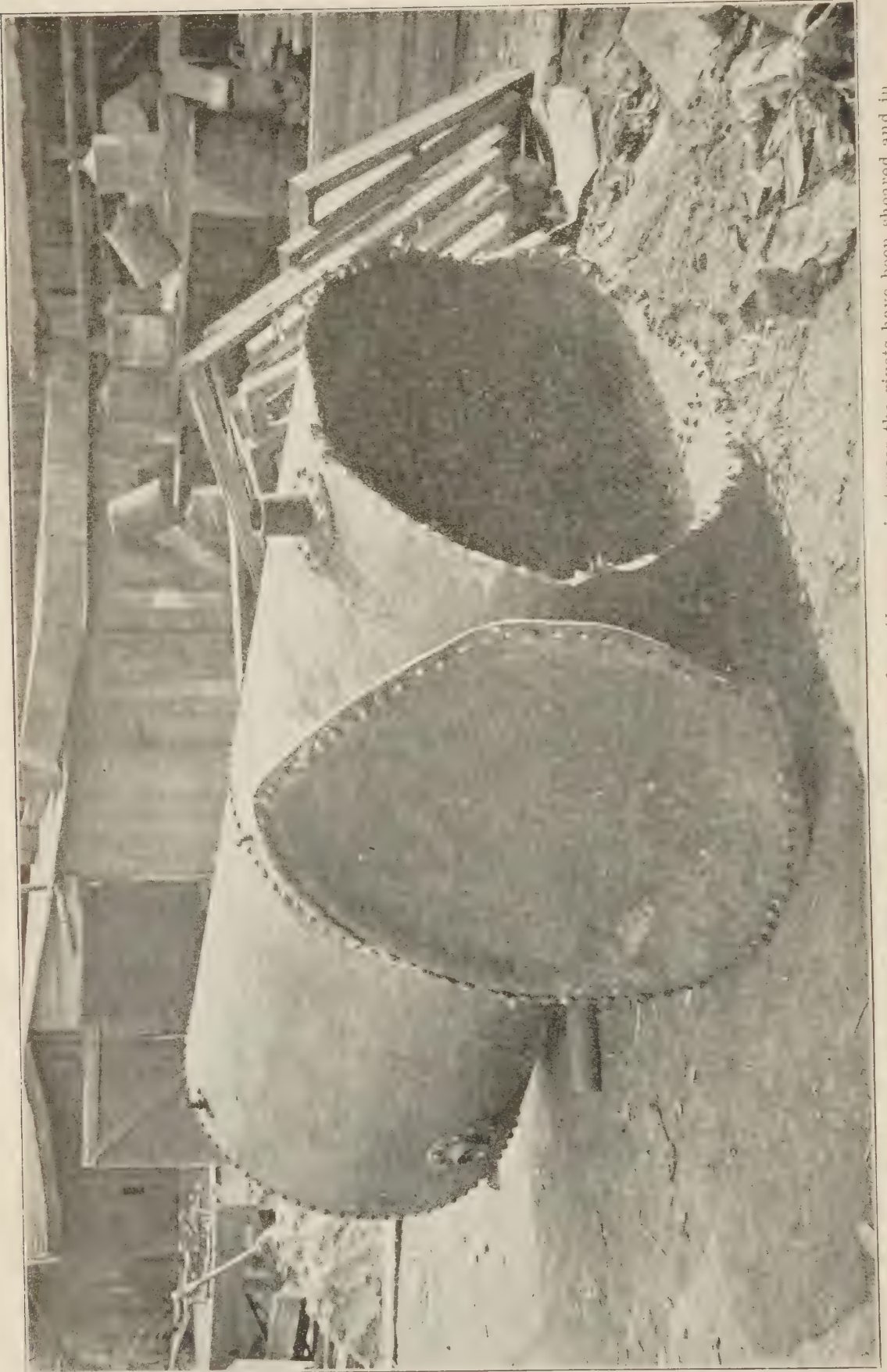
Showing the Tractor Turned Upside Down by the Force of the Explosion; also the Ruptured Boiler.



Showing Several Portions of Machinery which were Blown Some Considerable Distance Away from the Scene of the Explosion.



Showing the Original Location of the Tank, and also the Wrecked Portion of the Roof through which the Tank was blown.



Showing the Exploded Tank with Head Inverted and Torn Asunder. (In some instances the rivets have been sheared and in others the plate has been torn.)

The accident could have been avoided if a safety valve had been fitted, and I would recommend that a safety valve of sufficient area be fitted to all heating boilers as with this valve in proper working order any excess of pressure is immediately released.

On October 23rd, a threshing engine boiler exploded at South Woodslee, Ont., seriously injuring the owner, Mr. Ruston, who was operating the engine, besides badly injuring two other men who were in the vicinity at the time of the accident.

The boiler was an old one and in all probability had never been inspected by a competent inspector. On examination we found that the shell was weakened by corrosion in several places and also showed signs of inherent defects at the longitudinal seam where the rupture occurred. The pressure carried at the time of the explosion was stated to be 110 lbs., and the water in the boiler to be recorded at half glass. Portions of the boiler and engine, including a heavy piece of the fly-wheel, were torn away and hurled in all directions. One portion of the machinery was thrown about four hundred feet and crashed through the roof of a house, fortunately injuring none of the occupants.

At the Grand Trunk Freight Sheds at Weston, on June 15th, a cylindrical tank carrying compressed acetylene gas exploded killing one man and injuring others, besides damaging property to the extent of \$10,000.00. The explosion was due to defective welding in the seams.

We do not approve of autogenous welding for high pressure vessels, and if tanks of this kind were subject to our inspection, explosions such as the one at issue would not occur. Information of the accident was received indirectly by this office and an examination of the exploded vessel was not made by our inspectors.

On the 6th October, an explosion of an air receiver occurred at the Orca-metal Iron Works Co., 88 River Street, Toronto, resulting in the death of one man and serious injuries to another. The air receiver was coupled to a compressor built by Allen & MacLellan, Glasgow, Scotland, and the tank which was ruptured was made by the Thor Iron Works, Toronto.

The cause of the explosion was bad workmanship in the manufacture of the tank; the rivets were badly spaced and out of alignment; the rivet heads were imperfectly formed and the tank heads were not circular. The receiver was blown through the roof by the force of the explosion as is shown in the photographs.

I am satisfied that if this tank had been inspected by our inspectors the workmanship would have been condemned, and consequently the accident averted.

On October 25th, one boiler in the Brickley Cheese Factory, owned by Mr. S. Drury, of Warkworth, Ont., exploded, doing considerable damage to the building but without loss of life. This boiler was one that had been purchased second hand and installed about two years ago; the transaction of sale had not been reported to this Department. If the sale or exchange of this boiler had been reported I have reason to believe that our inspector would have condemned the vessel for further use as a steam generator, and this accident would have been averted.

The sale of this boiler was a contravention of the Steam Boilers Act, but in view of the fact that we have no jurisdiction over boilers in operation it is a difficult matter for owners of boilers in outlying districts to be fully aware of the requirements as to the repair, alteration and the sale or exchange of steam boilers, fully covered in Section 133 of our Regulations.

On the 11th September, upon the request of the British Columbia Government and as per arrangements made by the Department, I interviewed the officials in the Western Provinces, with a view to having inter-provincial boiler inspection

arranged if possible. My efforts in this direction were satisfactory as far as British Columbia is concerned; and we have made arrangements to make the necessary shop inspections during construction of all boilers and other pressure vessels built in Ontario for British Columbia.

The manufacturers of such boilers will pay to this Department \$10.00 for each boiler inspected, and will reimburse the Department to the amount paid by the Inspector for his travelling expenses from Toronto to the place of manufacture and return. This extra inspection work increases the revenue of the Department, and will greatly facilitate the manufacture of boilers in this Province, inasmuch as a greater working pressure will be allowed on the boiler when it reaches its destination.

Prior to this arrangement being made the inspection of boilers for British Columbia was made by Dominion Marine Inspectors, and the work was very often re-examined on arrival at British Columbia. In this way manufacturers were much hampered in building boilers, and I have every reason to believe this trouble will now be eliminated.

As yet we have not been able to arrange for the inspection of boilers for the other provinces but have every reason to believe that this will eventually come.

While in San Francisco I collected all available information in regard to the burning of oil fuel, as I had in mind the installation now in the Parliament Buildings and desired to verify the reliability of this outfit. Several oil burning systems were on view at the Exposition and a large number are installed in various cities in the west.

From the information I received and from my own observations I am inclined to look very favourably upon this method of firing boilers, and fully believe that in the near future oil will replace coal as fuel in a large number of steam plants, and I am pleased to inform you that the installation in the Parliament Buildings was the first one of this description installed in this Province.

In some of our inspections of steam boilers that had been extensively repaired we found they had been operated without trycocks, water glasses, blow-off cocks and safety valves, and from inquiries made of the owners they stated that the boiler had been in use from 15 to 20 years and that their attention had never been drawn to the necessity of having the necessary fittings attached to the boiler.

It is hardly necessary to state that the fittings above mentioned were properly fitted before we issued the Official Certificate.

The work of inspection as required by Section 133 of our Regulations has been accomplished without the necessity of resorting to the courts, and although we were compelled on account of the weakened conditions of some boilers to reduce the working pressure, we always convinced the owner that our express purpose was to promote safety and this was constantly borne in mind.

CHANGES IN REGULATIONS.

Section 12 of our Regulations has been amended to read as follows:—

“Seventy-eight inches shall be the maximum diameter of all externally fired boilers.”

Seventy-two inches was the maximum diameter and we found that in enforcing this section of our Regulations it entailed considerable expense and unnecessary labour in setting a 72-inch boiler in position where a 78-inch boiler had been previously set.

This additional increase in diameter of 6 inches will be to the advantage of both the manufacturer and user, and the public will not be exposed to additional danger on account of the increased size of the boilers as the thickness of the shell plates has been limited to half-inch.

The personnel of the service at present consists of five Inspectors, the Chief Inspector, one clerk and one stenographer.

In concluding my report, I desire to express my appreciation for the support given me by the Deputy Minister of Public Works in connection with enforcing the provisions of the Steam Boilers Act, also to the entire staff of the Steam Boiler Branch for their co-operation in carrying out the work of inspection and surveying of designs.

I trust that my efforts have been in accordance with the policy of the Department.

I have the honour to be, Sir,

Your obedient servant,

D. M. MEDCALF,

Chief Inspector of Steam Boilers.

REPORT OF THE SUPERINTENDENT OF COLONIZATION ROADS.

THE HONOURABLE F. G. MACDIARMID,

Minister of Public Works, Ontario.

SIR,—I have the honour to submit the report of the work accomplished during the fiscal year ending October 31st, 1915, under the Colonization Roads Branch of the Department of Public Works.

I may say at the outset that, owing to the enlistment at the beginning of the War of Major George W. Bennett, the late Superintendent, who died a hero's death in defence of his country and Empire on April 23rd last, at Langemark, this Branch was without a head until my appointment towards the end of the fiscal year; but, in the meantime, considering the circumstances, its work was ably carried on by Messrs. C. H. Meader and M. P. Doherty, the Engineer and Accountant, respectively, of the Branch, and further I have to say that every assistance has been given me in the preparation of the report by them and the other officers of the Branch.

Among the things undertaken during the year was the surveying and plotting of many Colonization Roads, regarding which no reliable data as to their location was available. This, in my opinion, was a most laudable step and should be continued. To do this work the services of Mr. J. S. Leitch, O.L.S., were secured and about one hundred and fifty (150) miles of road in all were surveyed and plotted.

The expenditure of the Branch was \$220,262.26, as is shown in the detailed statement of the Accountant, which accompanies this report. Of this amount, \$61,620.32 was paid to municipalities which had passed by-laws and performed work on their highways under the provisions of the Colonization Roads Act, and the balance, \$155,641.94, was expended directly upon the different works undertaken by the Branch.

A summary of the total work performed is given as follows:—

By-Laws	New Road	Old Road
Mileage.....	49.7	748.2
Culverts.....	102	678
Bridges.....	6	53
Direct Grant		
Mileage.....	135.3	359.4
Culverts.....	269	514
Bridges.....	25	24

The By-law system is proving generally satisfactory: one hundred and eighteen (118) Municipalities took advantage of it during the year. The character of the work being done is improving as the Municipalities realize the advantage of permanent construction in their highways, as regards both utility and ultimate cost.

The work done directly by the Branch has been very successful. Most of our Inspectors and Overseers seem to take pride in doing good work and getting the most value for the money spent.

I made it my business to inspect personally a number of roads, and representatives of the Branch visited others during the year and found conditions quite satisfactory.

All of which is respectfully submitted.

I have the honour to be,

Sir,

Your obedient servant,

C. H. FULLERTON,

Superintendent of Colonization Roads.

Dated at Toronto, this 31st day of October, 1915.

NORTH DIVISION.

Aberdeen, Lots 4 and 5, Concession 2, Big Hill Road.—One mile of old road was graded 24 ft. wide and 125 rods of it were gravelled.

Allan Township (Unorganized Part).—One and one-quarter miles of old road on the line between Cons. 5 and 6 from the 10th to the 15th sideroad were improved by grading 1 mile, surfacing with gravel $1\frac{1}{4}$ miles, placing 2 wooden culverts and making a fill of 50 cu. yds. of stone.

Assiginack Township Roads.—The Townline of Assiginack and Sheguiandah in front of Lot 23 was improved by grading 50 rods, surfacing with gravel 55 rods and putting in a wooden culvert. The South Bay Mouth Road on Con. 2 from Lots 31 to 35 was improved a distance of 250 rods.

Aubrey Township Roads.—The work in this Township was east of Oxdrift on the Schneider Road north of the C. P. R. and also on the Duce Road. One hundred and sixty rods of new road were cleared, stumped, grubbed, graded and crowned with clay. Two and one-half miles of old road were improved by side-brushing 2 miles 20 rods, grading 190 rods, gravelling 180 rods and putting in 4 wooden culverts. Eighteen rods of corduroy were placed and covered with gravel, 155 rods of corduroy were cut, laid and covered with clay as well as being ditched on both sides.

Balfour Township Roads.—The road between Lots 2 and 3 across Cons. 4 and 5 was graded a distance of 160 rods and a stone culvert was built.

Balfour Morgan Road.—Two miles of old road were graded and clay and gravel spread over it.

Barrie Island, 2nd Concession, one and one-quarter miles west from Greeman's Corner.—This road was improved by making 2 fills, the first being 25 cu. yds. of stone and the other 25 cu. yds. of earth, 25 rods were graded and 75 rods were gravelled.

Barrie Island, 4th Concession, between the 15th and the 20th Sideroads.—One hundred and twenty rods of old road were graded and 80 rods surfaced with gravel.

Barrie Island, 6th Concession, 15th Sideroad East.—Eighty rods of new road were crowned with gravel. The gravel had to be hauled a long distance.

Bidwell Township Roads.—The road on the south side of Con. 1, across Lots 4, 5, 6 and 7, was crowned with gravel a distance of 300 rods.

Billings Township Roads.—On the Richard's Section 110 rods of new road were surfaced with gravel and 75 rods graded. On the 20th sideroad across Con. 11, 115 rods of old road were crowned with gravel. The Shore Road on the Townline of Billings and Allan, was surfaced with gravel a distance of 140 rods.

Billings and Carnarvon Townline.—East of the 25th sideroad 170 rods of old road were surfaced with gravel.

Bleazard Township Roads.—The old road to the Garson Boundary was improved by grading 160 rods and ditching 38 rods.

Bright, Concession 5, East from the North-west Corner of Lot 1.—Eighty rods of new road through green; standing timber were cleared, stumped and graded, 40 rods were crowned with gravel and 2 wooden culverts were put in.

Brittainville to Long Bay.—The 25th sideroad across Con. 9, Campbell Township, was improved by gravelling 115 rods and putting in 1 wooden culvert.

Broder Township Roads.—Con. 4, Lots 9 and 10 was opened up by clearing and stumping 1 mile. The road on the line between Cons. 4 and 5 across Lot 2 was side-brushed, graded and ditched. One wooden culvert was built and a concrete culvert placed.

Burpee Township Roads.—The road on the blind line between the 25th and 30th sideroad, Cons. 6 and 8 was crowned with stone a distance of 110 rods. The road on the line between Cons. 5 and 6 across Lots 33 and 34 was improved by grading 140 rods, gravelling 70 rods, constructing 2 rock culverts and making a fill of 30 cu. yds. of stone. The road on and near the 8th Con. west of Indian Point Bridge, was gravelled a distance of 155 rods. The Townline of Burpee and Mills, which had been used as an old waggon trail, was widened, straightened, graded and filled in the low places, the work consisting of clearing 200 rods, stumping and grubbing 60 rods, grading 300 rods and making a fill of 100 cu. yds. of earth. The road on Cons. 7 and 8, Lots 29 and 30, was surfaced with gravel a distance of 140 rods.

Burpee Townline, 3rd Concession, North.—A new road, 125 rods in length, was crowned with gravel and 2 wooden culverts built.

Campbell Township Roads.—The road on Lot 10, Con. 10 was improved by grading 75 rods, surfacing with gravel 250 rods and putting in a wooden culvert.

Campbell and Carnarvon Townline.—Gravel was spread on 170 rods of old road.

Capréol Township Roads.—Between Lots 10 and 11, 1 mile of new road was graded 12 ft. wide across Con. 2. The road on Con. 3 across Lot 10 was improved by cutting down a hill, grading 160 rods, ditching 160 rods, putting in 1 wooden culvert and spreading some gravel.

Carnarvon Shore Road.—A new road 90 rods in length on the line between Cons. 3 and 4 across Lots 12 and 13 was graded, and 40 rods of it surfaced with gravel.

Chapleau Township Roads.—The road from the C. P. R. Station and east from the bridge over the Kapukasing River was graded 240 rods, ditched 1 mile and had 2 wooden culverts built on it. Considerable blasting had to be done on the road as it was very rocky.

Cook's Road.—This road is situated in the Township of Johnston and was improved by cutting down a stony side-hill, levelling, grading and surfacing it with gravel a distance of 80 rods.

Cranberry Flats Road.—This road is now built up above all water trouble and is in good shape to be gravelled. Fifty-six rods were cleared, stumped and grubbed, 1 mile 94 rods were graded, 1 wooden culvert was constructed, 2 tap

ditches were opened, one 37 rods, the other 6 rods, 2 earth fills were made amounting to 696 cu. yds. and the approaches to the Cranberry Creek Bridge widened, thus improving $11\frac{1}{2}$ miles of old road. This road is situated in the Townships of Pennefather and Fenwick.

Creighton and Balfour Boundary.—One mile of new road was cleared, stumped and grubbed 66 ft. wide across Lots 8 and 9.

Cuthbertson Road, Concession 7.—One and one-quarter miles of new road across Lots 8, 9, 10 and 11, Plummer Township, were opened up by clearing 160 rods, stumping and grubbing 240 rods and ditching 25 rods.

Dawson Road Township Roads.—Two and one-half miles of new road were cleared, stumped and grubbed, 1 mile was graded and surfaced with earth, 8 jackpine culverts were built and 1 tamarac and jackpine bridge having a span of 36 ft. was constructed.

Dawson Township Roads.—A new road on the line between Cons. 7 and 8 was graded and crowned with gravel a distance of 100 rods.

Dill Township Roads.—The road south of Richard Lake was graded a distance of $1\frac{1}{4}$ miles and a piece of new road 60 rods in length was cleared, stumped and grubbed. This new road had 15 rods of corduroy placed on it. North of Richard Lake 240 rods of new road were cleared, stumped and grubbed and 80 rods graded.

Dorion Township Roads.—A new road on the line between Cons. 3 and 4 across Lot 3 was cleared, stumped, graded and surfaced with earth a distance of 160 rods, and 1 wooden culvert put on it. The road between Lots 1 and 2 across Con. 4, which was cleared last year, was stumped, grubbed, graded and crowned with earth a distance of 160 rods, 3 wooden culverts were built and 200 yds. of earth removed. The road from Lot 11, Con. 4 to Lot 15, Con. 5 was graded and surfaced with earth a distance of $11\frac{1}{2}$ miles, 5 wooden culverts were constructed and 180 rods of ditch made. The road from Lot 4, Con. 6 to Lot 8, Con. 7 was graded and surfaced with earth a distance of 160 rods, and 1 wooden bridge 36 ft. span was constructed.

Dunlop Hill, Sheguiandah.—One mile south of Sheguiandah, on the Dunlop Hill Road, the rock hill was cut down and a fill made at the bottom thus improving 25 rods of road. The amount of cut was 175 yds. of rock and 25 yds. of earth, the fill being the same.

Dunn's Valley Road Deviation.—On Lot 8, Con. 2, 160 rods of new road were stumped and grubbed, 120 rods graded and 2 cedar culverts built. The work could not be finished this season owing to the wet ground.

Espanola Station North.—Seventy-five rods of new road were cleared, 50 rods stumped, 30 rods graded, 25 rods gravelled and 1 wooden culvert constructed commencing 240 rods north of the Village of Espanola, in the Township of Baldwin.

Espanola Station East.—Commencing 1 mile east of the village 100 rods of new road were cleared, 75 rods stumped and grubbed, 30 rods graded, 40 rods gravelled, 4 rods of corduroy covered with earth, and 1 wooden culvert constructed.

Eton Township Roads.—The work in this Township previous to this year was through a swamp and except in dry weather was impassable and this year the following improvements were made on the south boundary at Lot 1 and between Lots 4 and 5 on Cons. 1 and 3; 30 rods of new road were graded and surfaced with clay, 30 rods ditched and one 18-in. metal culvert placed; on old road improvements were made as follows: 1 mile 25 rods ditched, 4 wooden culverts placed,

175 rods graded and surfaced with clay, and a piece of road 190 rods in length was ditched, corduroyed and covered with earth.

Falconbridge Township Roads.—A new road on the Boundary of Falconbridge and Garson across Lots 1 to 3 being $1\frac{1}{4}$ miles in length was opened up 66 ft. wide. One hundred and sixty rods were stumped and grubbed, 80 rods graded, 160 rods ditched and 4 wooden culverts built. The road between Lots 10 and 11 was improved for a distance of 160 rods by grading and ditching same, and placing 2 wooden culverts and constructing 2 bridges 16 ft. span.

Fenwick Road through Section 1.—Twenty-three rods of new road were cleared, stumped and grubbed, 1 wooden culvert placed and 5 rods ditched, and $1\frac{1}{4}$ miles of old road improved by gravelling 175 rods, building 1 wooden culvert, cutting down 36 cu. yds. on a hill of hard pan and large boulders, and making a fill of 78 cu. yds. of earth.

Fenwick Road through Sections 11 and 12.—One mile of old road was improved by spreading gravel over 160 rods, placing 1 cedar culvert, laying 175 yds. of corduroy, cleaning 80 rods of ditch and constructing 40 rods of tap ditch.

Garson Township Roads.—Two miles of old road were graded from the Garson Mine, and considerable gravel hauled on it.

Gillies Township Roads.—On the line between Cons. 1 and 2 commencing at Lots 6 and 7, 160 rods of new road were cleared, 65 rods stumped and ditched and 1 wooden culvert built. The road on the line between Cons. 6 and 7 from Lots 6 to 11 was improved by grading and surfacing with earth 160 rods and placing 2 plank and 1 concrete culverts. The road on Con. 2 from Lot 2, west, was ditched, graded and surfaced with earth a distance of 240 rods, 8 wooden culverts were placed and 1 wooden bridge with stone foundation was constructed. The road on the Boundary of Scoble and Gillies was graded and surfaced with earth a distance of 1 mile, 3 wooden and 1 concrete culverts were built and 1 timber bridge was constructed. The road between Lots 8 and 9 was cleared a distance of 160 rods near Cons. 1 and 2.

Gore Bay to Poplar.—This road in the Township of Gordon was gravelled a distance of 115 rods and ditched 20 rods.

Gordon Township Roads.—The 15th sideroad across Con. 7 was opened up a distance of 270 rods. One hundred and twenty-five rods were cleared, 100 rods stumped and grubbed, 270 rods graded, 200 rods gravelled, 25 rods ditched and 2 wooden culverts built.

Gordon, Government Road, 8th Concession.—A hill just west of the 10th sideroad was cut down, the cut being 50 yds. of rock and 150 yds. of earth.

Gordon Township, Scotland Roads.—A new road 60 rods in length was graded on Lot 28, Con. 10, Allan. Fifty rods of this road were surfaced with gravel and 1 wooden culvert placed. A new road 60 rods in length was surfaced with gravel on Lot 1, Con. 14, Gordon.

Gorham Township Roads.—A new road on the line between Cons. 2 and 3 commencing at Lot 16 and ending at the Townline of Gorham and Ware $1\frac{1}{4}$ miles in length was stumped, grubbed, graded, ditched and crowned with earth. One mile of it was surfaced with gravel, 500 cu. yds. of earth were removed, 8 stone and 6 wooden culverts were constructed. On the line between Lots 8 and 9, Cons. 2 and 3, 100 rods of new road were cleared, stumped, grubbed, graded and surfaced with earth. Also 160 rods of old road were graded and surfaced with earth, 250 yds. of gravel were spread on a swamp, and 6 cedar and 2 stone culverts were placed. The road on the Townline across Lots 7 and 8 was improved by

grading and gravelling 1 mile, removing 200 yds. of rock and 1,000 yds. of earth and placing 3 wooden and 5 stone culverts.

Goulais Bay and Bellevue Road.—This road was improved by stumping and grubbing 1 mile, grading 20 rods, placing 1 cedar culvert, constructing 1 mile of ditch, laying 55 rods of corduroy, and making a fill of 102 yds. of earth and 5 yds. of stone.

Goulais River and Bellevue Station Road.—Forty rods of new road were cleared, stumped and graded. One cedar culvert was built and 27 rods of ditches constructed.

Goulais River and Stony Point Road.—Two hundred and forty rods of old road through a low, wet and thick cedar swamp were improved by side-brushing 72 rods, stumping and grubbing 72 rods, grading 100 rods, placing 1 wooden culvert, and making by hand 62 rods of ditches.

Government Road, Myland's Hill to River.—Fifty rods of old road were improved by blasting rock from the top of a hill and filling it in at the bottom and covering the same with earth and gravel a distance of 40 rods. The rock cut was 25 cu. yds. and the fill consisted of 30 cu. yds. of rock and 20 cu. yds. of earth.

Green Bay to Rockville Road.—A new road 50 rods in length at Lot 22, Con. 10, Bidwell, through a stony and rough piece of land was cleared and graded. Forty rods of it were surfaced with gravel.

Hagar Township Roads.—One hundred and sixty rods of old road on Lots 12 and 13, Con. 1, were graded and ditched on both sides and 1 wooden culvert placed. At Lots 13 and 14 between Cons. 1 and 2, 240 rods were stumped, grubbed and graded, 6 culverts were built and 36 rods of ditches were made. At Lot 7, Con. 5, 25 rods of old road were graded, 1 jackpine culvert and 1 timber bridge having a span of 39 ft. were built. The road between Cons. 4 and 5 from Lots 6 to 11 was improved by grading 240 rods and ditching it on both sides. A new road across Lot 7, on Con. 6 was cleared 60 ft. wide. Between Cons. 5 and 6 across Lot 14, 160 rods of new road were cleared, 80 rods of old road were graded and ditched and 1 wooden culvert and 50 ft. of corduroy were placed. Between Lots 12 and 13 across Cons. 4 and 5, 35 rods of old road were graded, 60 rods were ditched and 2 wooden and 1 stone culverts were built. At Lot 2, Con. 3, 160 rods of old road were graded, 2 stone culverts were built, and 61 rods of ditches were made. One mile of old road on Cons. 4 and 5 across Lots 13 and 14 was graded and $1\frac{1}{4}$ miles of ditches were made. Between Lots 8 and 9 across Cons. 3 and 4, $1\frac{1}{4}$ miles of new road were cleared 66 ft. wide. The road between Lots 10 and 11 across Con. 5 was graded 1 mile, 1 stone culvert was built and 109 rods ditched. The road between Lots 8 and 9 across Con. 5 was cleared 66 ft. wide.

Haines Road.—This road is situated in the Township of Prince. One wooden culvert was placed and 20 rods of hill grade were improved by removing 266 cu. yds. of earth, boulders and cobble stones.

Hallam Road, Concessions 3 and 1.—This road was improved by grading $2\frac{1}{2}$ miles, placing 4 wooden culverts and cleaning the ditches through rock to let the water from the road.

Hartman Township Roads.—The work in this Township was across Lots 10, 11 and 12 on Con. 5 and thence along Lot 10 across Con. 6. Two miles of old road were repaired by stumping and grubbing 1 mile 30 rods, grading and gravelling 1 mile 130 rods, ditching 20 rods, placing 125 yds. of corduroy, and covering it with gravel and putting in 4 wooden culverts. Fifty rods of new road were

cleared, stumped and grubbed and 1 wooden culvert placed on it. One wooden bridge was repaired.

Hilton, Concessions Q. and R., Lots 19 and 25.—Eighty rods of new road were gravelled, 40 rods of it being cleared, stumped and graded. One cedar bridge having a 20 ft. span was built, the abutments of it being filled with stone.

Hincks and Copper Bay Location, Boundary Line.—This work was in Plummer Additional Township crossing Lots 6, 7 and 8. Two hundred and forty rods of old road which was opened up through a swamp in 1914, have been well drained and made in good shape for traffic this year. One hundred and sixty rods were surfaced with gravel and 24 rods graded.

Howland and Bidwell Townline.—Thirty-five rods of old road were gravelled and a cut of 50 yds. of rock and 20 yds. of earth was made on a hill and a fill of 50 yds. of rock and 40 rods of gravel was made at the bottom of the hill in front of Lot 18.

Ice Lake to Kagawong.—This road on Con. 8, Lots 12 and 13, Allan Township, was improved by spreading 100 rods of gravel and building 1 wooden culvert.

Ignace Township Roads.—This work consisted of general repairs on the road from Ignace to Osequan. It was very rough and boulders had to be removed and the stumps taken out. It is now in good shape for a distance of 5 miles. A piece of new road 1 mile in length was cleared, stumped, graded, surfaced with gravel and ditched. Three miles of old road were improved by stumping and grubbing 1 mile 130 rods, grading, gravelling and ditching 1 mile, laying 18 rods of corduroy and covering it with gravel and building 3 wooden culverts.

Indian Point Bridge to Gore Bay.—On the 14th Con. between the 10th and 15th sideroad, Gordon Township, 110 rods of old road were surfaced with gravel and a fill consisting of 40 yds. of stone and 10 yds. of earth was made.

Indian Village to Sheguiandah.—The old road from Sheguiandah to Manitowaning Road, just south of Sheguiandah Bridge, was improved by grading 60 rods, gravelling 110 rods and ditching 30 rods.

Kagawong to Providence Bay.—A new road 25 rods in length was graded and gravelled and 50 cu. yds. of a stone fill was made just north of the Carnarvon and Billings Townline, in the Township of Billings.

Kaministiquia Roads.—A new road 150 rods in length was graded and surfaced with earth commencing at Lot 12, Con. 5, Ware Township, and ending at the Dawson Road. Nine wooden culverts were placed, 200 yds. of earth were removed, 80 rods of corduroy were laid, and 160 rods of corduroy were surfaced with earth.

Kerr's Road.—In the Township of Vankoughnet, 4½ miles of old road were improved, 3 miles of it being across Cranberry Flats in which several holes and ruts were filled. Three cedar culverts were placed, a cedar bridge built, 48 rods of corduroy covered with earth, 185 rods side-brushed, 25 rods stumped and grubbed, 115 rods graded, and a fill of 391 cu. yds. of earth was made.

Kirkwood Road, West from Lot 1.—On the line between Cons. 4 and 5, 150 rods of old road were graded, 4 wooden culverts placed and a cut and fill of 650 yds. made.

Laird and McDonald Townline, Section 3.—Eighty rods of old road were surfaced with gravel.

Long Bay to Gore Bay.—This road was improved between Cons. 2 and 4 in the Township of Gordon by spreading gravel on 110 rods.

Long Bay to Perivale.—On the 2nd Con. from Lots 16 to 21, Campbell Township, $1\frac{1}{4}$ miles of old road were graded and 50 rods crowned with gravel.

Lumsden Township Roads.—One mile of old road was graded on the Boundary of Lumsden and Rayside across Lots 7 and 8. The road between Lots 6 and 7 across Cons. 1 and 2 was graded a distance of 1 mile, and a wooden culvert put in.

Lybster Township Roads.—The road commencing at the Townline of Gillies and Lybster and ending at Lot 1, Con. 5, Lybster, was graded and crowned with earth a distance of $4\frac{1}{2}$ miles. Five jackpine culverts were placed and 55 rods of corduroy re-surfaced with earth. The road commencing at Lot 5, Con. 5, and ending at Mark's Townline was stumped and grubbed 40 rods, graded and surfaced with earth $1\frac{1}{4}$ miles and 3 jackpine culverts were placed on it.

Machin Township Roads.—The 2nd Con. of Sandford Township was improved over a distance of 240 rods, 90 rods stumped and grubbed, 170 rods graded, 120 rods crowned with clay, 2 wooden culverts put in and 2 off-take ditches 50 ft. long were built. A new road 240 rods in length on this concession was cleared, stumped and grubbed. Two wooden culverts were put in on it, $48\frac{1}{2}$ rods of corduroy 16 ft. wide were laid and covered with 10 inches of clay, and 170 rods of the road were crowned up with clay. This work provides an outlet to 3 new settlers and has pleased the people very much.

Marks Township Roads.—The road on Con. 1 from Lots 1 to 7 was improved a distance of $3\frac{1}{2}$ miles, 2 miles being graded and crowned with earth, $3\frac{1}{2}$ miles of ditches were repaired and 160 rods of corduroy re-surfaced. The road between Lots 6 and 7 across Cons. 2 and 4 was improved by grading and surfacing with earth 160 rods, and putting in 7 wooden culverts. The Townline of O'Connor and Marks was improved at Lot 1 by ditching 40 rods and putting in 11 wooden culverts.

May Township, Concessions 1 and 2, Lots 6 to 12.—This road was improved a distance of 240 rods by brushing the sides 140 rods, grading 160 rods, gravelling 16 rods, making a rock cut 6 cu. yds., and spreading 90 yds. of shell rock in soft places.

Melgund Township Roads.—A new road $4\frac{1}{4}$ miles in length was cleared and underbrushed between the Villages of Dymont and Dinorwic. The brush and stumps are all piled ready to burn. Two wooden culverts were constructed on this road.

Merritt Township Roads.—A new road on Con. 3, Lots 11 and 12 was stumped, grubbed and graded 80 rods and surfaced with gravel and earth 50 rods. Two wooden culverts were put in.

Miller's Valley Road.—Two miles of old road were improved between Lots 4 and 5 across Cons. 3 and 4, Aberdeen Township. This work consisted of side-brushing 2 miles, grading 1 mile, gravelling 200 rods and placing 7 wooden box culverts.

Mills Township Roads.—The road on Con. 6 from Lots 5 to 7 was surfaced with gravel a distance of 185 rods.

Morgan Township Roads.—A new road on the Boundary of Balfour and Morgan at Lot 8 was cleared, stumped, graded, ditched on both sides a distance of 80 rods and a wooden culvert placed on it. One mile of new road was cleared, stumped, graded and ditched on both sides across Lots 5 and 6 on the Boundary of Balfour and Morgan. One wooden culvert and one 16 ft. timber bridge were constructed.

Mud Lake, South to Boundary of Day.—A gravel hill was cut down and 450 yds. of the gravel spread on 200 rods of road through a swamp in the Township of Bright. Forty rods of this road were graded.

Mutrie Township Roads.—The work in this Township was on Lots 8 and 9 in Con. 3. A new road 2 miles 230 rods was cleared, 305 rods of it were stumped, 4 wooden culverts and a timber bridge 20 ft. span built on it. The old road was side-brushed 170 rods, stumped and grubbed 120 rods, corduroyed 155 rods and had 2 wooden culverts placed on it.

McDonald, Sections 26 and 35.—One mile of old road, which makes a deviation around a hill, was stumped and graded, 120 rods of it gravelled and a cedar culvert built on it.

McDonald, Sections 3 and 19, West.—One mile of old road was repaired by underbrushing 30 rods, grading 1 mile, gravelling 80 rods and putting in 3 wooden culverts.

McKim Township Roads.—One mile of old road was graded across Lots 1 and 2, Con. 5.

Nairn and Lorne Township Roads.—The road on Con. 4 from Lots 7 to 9, Lorne Township, was graded a distance of 100 rods, gravelled 80 rods and a wooden culvert repaired. The road to Jordon, at a point 2 miles north of the Village of Nairn, was improved by making a deviation of 150 rods. This was graded the whole length and gravelled 60 rods. A fill of 40 cu. yds. of earth was made.

Neelon Township Roads.—A new road 160 rods in length was cleared across Lot 12, Con. 6, 35 rods of it were graded and 2 timber bridges having a span of 15 ft. were built on it. The road from the C. N. R. Station to Lot 3 on Con. 6 was improved by grading 240 rods. Two miles of road were graded on the 5th Con. between Lots 6 and 11.

Nipigon Township Roads.—Two and one-half miles of new road were cleared, 1 mile of it stumped, graded and surfaced with gravel along Lot 13, Cons. 3 and 4. Two cedar culverts were built on this road.

Parkinson and Bellingham Road.—One mile of old road was improved by building a bridge 18 ft. 6 in. span, having 2 cedar abutments filled with stone, 5 cedar stringers covered with 3-in. hemlock plank. Eighty rods of this road were graded and 160 rods crowned with gravel.

Pearson Township Roads.—The road to Hymers was improved by grading, surfacing with earth, ditching 160 rods, placing 4 tamarac culverts and removing 100 yds. of earth in Cons. 3 and 5, Lot 10. On Con. 5 between Lots 6 and 8 a mile of new road was cleared, stumped and grubbed, 60 rods were graded and crowned with earth and a wooden culvert put in. A new road 240 rods in length was cleared, stumped and grubbed at Lots 18 and 19. Eighty rods of this road were graded, ditched on both sides and surfaced with earth. Six wooden culverts were put in.

Perivale Road, Campbell Township.—A new road 80 rods in length was surfaced with gravel, 40 rods of it being cleared and 50 rods graded on Con. 7, Lots 8 and 9.

Plummer Additional Road.—The road on Con. 6 across Lots 6, 7 and 8 was improved by grading 240 rods, gravelling 60 rods and making a cut and fill of 200 cu. yds. of earth.

Plummer Additional, West from Pratt's Corner.—One mile of new road was cleared, stumped and graded and 20 rods of it gravelled on Con. 7 across Lots 1, 2, 3 and 4.

"P" Line Hill.—Forty rods of this road in the Township of Jocelyn were improved by cutting down a hill and filling it in at the bottom. The cut and fill amounted to 1,800 cu. yds.

St. Joseph and Jocelyn Townline, Kentvale to "K" Line Wharf.—On this road 160 rods were graded and $1\frac{1}{4}$ miles surfaced with gravel.

Satter Broken Front, East from Lot 5.—The road following the Spanish River, crossing Lots 7, 8, 9 and 10, was improved by grading $1\frac{1}{2}$ miles, surfacing with gravel 80 rods, and placing 4 Pedlar culverts.

Sandfield and Bidwell Townline, Lots 27 to 29.—This road was graded a distance of 160 rods and crowned with gravel 90 rods.

Sandfield Township Roads.—A new road on Con. 10 across Lots 17 and 18 was graded 85 rods and crowned with gravel 115 rods. The road on Con. 6 across Lots 13 and 14 was surfaced with gravel a distance of 135 rods.

Sandfield, 2nd Concession to Bridge.—A new road 85 rods in length was gravelled, 50 rods of it being graded 22 ft. wide, and a wooden culvert built.

Sandford Township Roads.—The work in this Township was on Lots 5 and 6, Cons. 1 and 3; Lots 6 and 7, Cons. 2 and 3, and Lots 10 and 11, Con. 2. A bad washout was repaired, 4 very bad hills cut down and several low places filled in. A new road 160 rods in length was cleared, stumped, graded, ditched and crowned with clay. A wooden culvert was constructed on it. One and one-quarter miles of old road were improved by stumping 170 rods, grading 1 mile 60 rods, surfacing with clay 1 mile 60 rods, ditching $1\frac{1}{4}$ miles, and putting in 7 wooden culverts.

Schreiber Township Roads.—The road to Newman Lake was re-surfaced with gravel 240 rods. Two wooden and 3 stone culverts were built and 50 rods ditched.

Scoble Township Roads.—A hill was graded down 40 rods and filled in with earth at the bottom on Con. 4, Lot 5. Two spruce culverts were placed on this road. The road on Con. 2 was improved a distance of $3\frac{1}{2}$ miles from the Townline of Gillies and Scoble by being graded and surfaced with earth, 2 plank and 8 concrete culverts were put in and 10 rods corduroyed.

Shakespeare Centre Line Road.—An old tote road across Con. 4 was improved by removing a large quantity of stumps and stones and cutting down and grading several hills. This 1 mile was cleared, stumped and graded and 5 cedar culverts built on it.

Sheguiandah, Concession 5.—A new road 65 rods in length was graded and gravelled between Lots 15 and 19 and a wooden culvert placed thereon.

Sheguiandah, Concession 10.—Seventy-five rods of new road at Lot 20 were gravelled and a fill of 5 cu. yds. of rock made.

Silver Water to Dawson Townline.—Two miles of new road were opened up between Cons. 11 and 12 from Lots 37 to 44, Robinson Township. It was graded and crowned with gravel $1\frac{1}{4}$ miles, and had 2 wooden culverts put in on it.

Silver Water, East.—This road was improved a distance of 200 rods on the line between Cons. 7 and 8 across Lots 1 and 3, Burpee Township. It was side-brushed 140 rods and gravelled 200 rods.

Slash Roads.—A new road on the 16th Con. just east of the Townline of Assiginack was graded 110 rods and surfaced with gravel 15 rods. The 5th side-road across Con. 7, Tehkummah, was gravelled 125 rods.

Southworth Township Roads.—The work in this Township was on the Wright Road and the Wabigoon Road. The principal part of the work was repairing a bridge 78 ft. span over the Wabigoon River. One hundred and eighty rods of new road were cleared, stumped and grubbed, 70 rods graded and gravelled and 2 wooden culverts placed on it. Eighty rods of old road were gravelled, 60 rods of this being stumped and graded, 1 wooden culvert and 35 rods of corduroy were placed. A ditch 79 rods in length was dug 3 ft. wide.

Spanish Road, North.—The work on this road was in Sections 22, 23, 27 and 35, Cobden Township, and consisted of repairing $3\frac{1}{4}$ miles of old road by filling in holes, hauling earth on rocks, fixing culverts and letting off water.

Stranger Township Roads.—Three miles of old road from Lot 2, Con. 3 to White Fish were repaired by grading and surfacing with earth 160 rods, ditching 80 rods and putting in 4 wooden culverts. The first sideline across Con. 3 was repaired by grading and surfacing with earth 160 rods, ditching 80 rods, removing 300 cu. yds. of earth and putting in 5 wooden culverts.

Striker Township Roads.—The road from Doozy Bridge to Ritchie's Hill, Lot 12, Con. 2, was repaired by grading 200 rods and gravelling 240 rods. The Belisle Farm Road, Lot 11, Con. 2, was improved by removing a large quantity of stone, putting in 4 wooden culverts, ditching 8 rods and grading 160 rods.

Sucker Lake Road.—A new road on Con. 3, Lots 20 and 21, Assiginack Township, was graded 125 rods, gravelled 35 rods and a cut of 25 cu. yds. of earth and a fill of 35 cu. yds. of earth were made on it.

Tarentorus, Sections 21, 28 and 33, Conditional.—A new road 1 mile 240 rods in length was stumped and grubbed, 3 tap ditches averaging $\frac{1}{2}$ rods in length were dug through thickly timbered swamp, and a road ditch constructed.

Tehkummah, Government Road, between the 10th and 15th Sidelines.—One hundred rods of old road were gravelled, 60 rods of it being graded.

Temple Township Roads.—The work in this Township was at the following places: Lots 1 and 10, Cons. 4, 5 and 6 and Lot 1, Cons. 2 and 3. Part of the work was cutting down hills on the old road and using the material to fill in low places. The work on the old road consisted of grading and gravelling 175 rods, ditching 190 rods, covering 14 rods of corduroy, putting in 2 wooden culverts and digging 2 off-take ditches. A new road 1 mile 260 rods in length was cleared, 110 rods of it graded, 170 rods corduroyed and covered with gravel, and 4 wooden culverts put in on it.

Ten-Mile Point Road.—A new road was gravelled 125 rods on Con. 10, across Lots 21 and 22, Sheguandah.

Thessalon Road, West from South-east Corner of Section 6.—Three and one-half miles of new road were cut, cleared, stumped and grubbed and 3 bridges built on it making a good winter road.

Thibault Road.—A new road 140 rods in length was cleared, graded and ditched on Lot 1, Con. 5, Balfour, and 1 wooden culvert built on it.

Tunnel Bridge Road.—Four miles of old road were improved on Con. 6, from Lots 1 to 9, Wells Township. One and one-half miles of this road were straightened and several ruts filled in; 160 rods were cleared, stumped and grubbed, 1 mile 168 rods graded and 80 rods surfaced with gravel.

Tupper Township Road.—Three miles of this road were improved by removing boulders, filling in holes and ruts, grading a heavy side hill, ditching 40 rods, side-brushing 2 miles, grading 2 miles and putting in 4 new cedar culverts.

Umbach Township Roads.—Three miles of the road to Winnipeg River were improved by clearing 50 rods, stumping and grubbing 1 mile 60 rods, grading 1 mile 15 rods, surfacing with clay and gravel 155 rods, ditching 1 mile 15 rods, laying 55 rods of corduroy and covering it with clay and gravel, and putting in 5 wooden culverts.

Wabigoon Township Roads.—The work in this Township was on Lots 8, 9 and 10, Con. 5. Fifty rods of old road were graded, ditched and surfaced with clay. A new road 1 mile 30 rods in length was cleared, stumped and

grubbed, 45 rods graded and crowned with clay, 15 rods of corduroy covered with clay, 4 wooden culverts and 3 timber bridges built.

Wainwright Township Roads.—The work in this Township was on Lot 1, Con. 4, Con. 2, Lot 3, Con. 1, Lots 4 and 5, and Con. 2, Lot 7. The old road improved was $1\frac{1}{4}$ miles in length, and the work consisted of grading and gravelling 1 mile 10 rods, ditching 150 rods, and putting in 2 iron and 2 wooden culverts. A new road $1\frac{1}{4}$ miles in length was cleared, stumped and grubbed, 1 mile 60 rods graded and covered with clay, 73 rods corduroyed and covered with gravel, 2 off-take ditches dug, 2 wooden culverts placed and a timber bridge built.

Walford-Spanish Main Road.—One and one-quarter miles of old road were graded and 80 rods surfaced with gravel on the road across Sections 26 and 27, Victoria Township.

Ware Township Roads.—One mile of road on Con. 3, from Lots 8 to 11, was graded and surfaced with earth, 2 jack pine culverts and 1 timber bridge were constructed, and 80 rods of corduroy resurfaced with gravel. A new road 150 rods in length, between Lots 8 and 9, on Con. 3, was cleared, stumped, graded, surfaced with earth and ditched on both sides, 5 wooden culverts and 1 tamarack bridge were built.

Waters Township Roads.—The road on Con. 3 was graded 175 rods. A new road 240 rods in length was cleared between Cons. 1 and 2. One mile of the Sudbury-Soo Trunk Road was graded and gravel spread on it. The road from the C.P.R. to Gagnon's Road was repaired by filling in the holes with gravel, grading $1\frac{1}{4}$ miles, ditching 25 rods and building 1 wooden culvert. A new deviation 60 rods in length was made on the Jacobson Road, Con. 4.

Wells Main Road.—Five miles of old road were improved by grading 2 miles, gravelling 100 rods, repairing culverts, taking out stone and cutting brush on the sides of the road a distance of 160 rods.

White Pennell Road.—This road was improved on Con. 7, Lot 10, Aberdeen Township, by ditching a long swamp 133 rods, grading 19 rods and making general improvements. It is now well drained and in good shape for travelling.

Zealand Township Roads.—The work in this Township made an extension to the Barclay Road, saving the settlers at Barclay a distance of 3 miles when going to Dryden. A new road $3\frac{1}{2}$ miles in length through very heavy timber was cleared, stumped and grubbed. Four wooden culverts and 122 feet timber bridge were constructed.

REPAIRS AND MAINTENANCE.

Aweres, Section 37.—Fifty rods of old road were repaired by grading 10 rods, ditching 10 rods, putting stone on 10 rods and gravel on 50 rods.

Bruce Mines and Rydal Bank Road.—The road on Lot 2, Con. 5, was surfaced with gravel 160 rods.

Kerr's Road.—The washout which occurred near the Goulais River was repaired by replacing 5 wooden culverts and $5\frac{1}{2}$ rods of corduroy. A quantity of large logs and flood-wood was removed from the road.

Manitoulin Island Roads.—The road from Gore Bay to Hope Hill was improved 120 rods by grading 50 rods, gravelling 120 rods and repairing a wooden culvert. The Green Bay and Sheguiandah Road was improved a distance of 160 rods by making general repairs. The road from Ice Lake to Gore Bay was surfaced with gravel 160 rods, 1 wooden culvert placed and a fill of 15 yds. of stone and 10 yds. of earth made on it. The road from Mindemoya to Providence

Bay was surfaced with gravel 125 rods and 1 tile culvert placed on it. The road from Tehkummah to Manitowaning was improved 200 rods by being side-brushed, graded 100 rods, gravelled 175 rods, 3 wooden culverts and a fill of 20 yards of stone and 50 yards of earth. The road from Tehkummah to South Bay Mouth was gravelled 190 rods and 1 wooden culvert built. The road from Perivale to Providence Bay was gravelled a distance of 140 rods in one place and 175 rods in another.

Massey Bridge Road.—The principal work on this road involved a rock cut of approximately 80 yds. together with the filling of the approaches. In addition to the material obtained from the rock cut itself about 70 yds. of loose rock were used to fill the approaches, together with about 50 yds. of earth. The work also consisted of clearing and grading 64 rods of new road and the construction of a culvert. The planking of this culvert was done temporarily by the Overseer under an agreement with the Township to replace it later permanently. The making of this rock cut with its approaches renders accessible, by a passable trail, a considerable area of good agricultural land along the Spanish River. Previously, the only access to this land was by crossing the river by scow or boat.

St. Joseph, Concession E. and F. Road.—One mile of old road on Lots 10 and 11 through very wet swamp was surfaced with gravel and 100 rods ditched.

Stirling Township Road, Lot 1, Concession 6 to Lot 3, Concession 5.—A new road was cleared $1\frac{3}{4}$ miles, stumped and grubbed $1\frac{1}{2}$ miles, graded and surfaced with earth $1\frac{1}{2}$ miles and had 3 wooden culverts placed on it.

NORTH DIVISION BY-LAWS.

Alberton By-law No. "D."—Road No. 2, beginning at the north-east corner of Section 16, Crozier, and running south to the river, 160 rods of new road were cleared, graded and surfaced and 40 rods of old road crowned with gravel. Road No. 3, beginning at the north-east corner of Section 16, Crozier, and running west 2 miles, 300 rods of old road were surfaced with gravel. Road No. 4, beginning at the Townline of McIrvine and following the river road to the Indian Reserve on the west side of Rodderick Township, 20 rods of old road were surfaced, 1 cedar culvert built, a timber bridge 75 ft. span constructed and a fill of 1,100 cu. yds. of earth made. Road No. 6, beginning at the south-east corner of Section 19, Crozier, and running north to Miscampbell Township, 170 rods of new road were built by clearing, stumping and grubbing 120 rods, grading 50 rods and constructing 2 wooden bridges.

Assiginack By-law No. 367.—Road No. 1, on the line between Cons. 1 and 2, from Lot 1 to 13 inclusive, 1 mile 20 rods of old road were graded, 85 rods gravelled, 2 wooden culverts put in and a fill of 7 cu. yds of stone made. Road No. 2, known as the New England and the Slash Road, was improved by spreading gravel on 300 rods and grading 60 rods. Road No. 3, the Clover Valley Road was gravelled 125 rods, 1 wooden culvert repaired and a fill consisting of 75 yds. of stone and 60 yds of earth made. Road No. 4, starting from Manitowaning and running westerly to Lehman's Corners was improved a distance of 1 mile 20 rods, by grading 175 rods, gravelling 1 mile 20 rods, repairing 2 wooden culverts and putting in 2 cement culverts. Road No. 5, from Lehman's Corners north-west to Norquay's Corners was gravelled 250 rods, 1 wooden culvert was repaired and 1 put in. A fill of 10 yds. of stone and 8 yds. of earth was made. Road No. 6, along the Sucker Lake and Ten-Mile Point Road from Norquay Corners westerly to the limit of the Municipality was gravelled 275 rods and 2 wooden culverts repaired.

Billings By-law No. 221.—Road No. 1, on the line between Cons. 6 and 7, from Lot 1 to 5 was graded 50 rods, gravelled 40 rods and 1 wooden culvert placed. Road No. 2, the Kagawong and Providence Bay Road, from the 8th Con. south to Billings and Carnarvon Townline was graded 60 rods, gravelled 45 rods and had 1 wooden culvert repaired and 1 wooden culvert put in on it. Road No. 3, running west on the line between Cons. 7 and 8, 40 rods were gravelled, 15 rods graded, 2 wooden culverts repaired and 1 stone culvert built. Road No. 4, on the 25th sideroad south to Bailey's Mill across Con. 8, was surfaced with gravel 90 rods. Road No. 5, on the line between Cons. 9 and 10, from Lot 12 west to the Townline was gravelled 110 rods, graded 75 rods and had 1 wooden culvert repaired on it. Road No. 6, from the 15th sideroad west on the line between Cons. 13 and 14 to Love's Corners was graded and gravelled 85 rods and a fill of 8 yds. of stone and 10 yds. of earth made. Road No. 7, from No. 1 School north along the lake shore to Billings and Allan Townline was graded 100 rods, gravelled 125 rods and had 1 wooden culvert repaired on it. Road No. 8, on the Townline from Con. 8 north to Con. 14 was graded 60 rods, gravelled 25 rods and had one stone culvert built on it.

Bleazard By-law No. 71.—Road No. 1, on Con. 5, Lots 3 to 12, was graded 5 miles and had 3 wooden culverts built on it. Road No. 2, on line between Cons. 5 and 6, across Lots 1 to 5, was graded 160 rods, ditched 1 mile and had 1 concrete culvert placed on it. Road No. 3, on the line between Cons. 5 and 6, from Lot 7 to the western Boundary was graded 3 miles and ditched 160 rods.

Blue By-law No. 18.—Road No. 3, on the line between Section 19 and wild land, a new road was built 42 rods in length being cleared, stumped and graded. Road No. 4, on the line between Sections 4 and 9 a new road through very heavy bush $84\frac{1}{2}$ rods was cleared, stumped and well graded. Road No. 6, on the line between Sections 16 and 17 a new road $57\frac{1}{2}$ rods in length was cleared, stumped, grubbed and graded $34\frac{1}{2}$ rods. Road No. 7, on line between Sections 8 and 17, 142 rods of new road were graded, 25 rods ditched and 7 rods stumped and grubbed. Road No. 8, on the line between Sections 12 and 13, also 11 and 14 a new road 117 rods in length was cleared, stumped and grubbed 28 ft. wide. Road No. 9, on the line between Sections 21 and 22, 30 rods of new road were cleared, stumped and graded and 60 rods of old road surfaced with gravel. Road No. 10, on the line between Sections 15 and 22, 115 rods of old road were graded and 80 rods of it were gravelled, and a new road $25\frac{1}{2}$ rods in length was cleared, stumped and grubbed. Road No. 11, on the line between Sections 10 and 15 was improved by grading and gravelling 104 rods and putting in 1 wooden culvert. Road No. 13, on the line between Sections 26 and 35, was improved by stumping and grubbing 20 rods, grading 80 rods and corduroying 20 rods.

Carnarvon By-law No. 290.—Road No. 1, on the line between Cons. 3 and 4, Lots 26 to 30, and 20 rods on the Townline and on the 25th sideroad north of Con. 2, 120 rods were graded, 90 rods crowned with gravel, 1 concrete culvert placed and a stone fill of 20 cu. yds. made. Road No. 2, on the Lake Shore Road, from Lot 13 to the dam, was improved by grading 125 rods, gravelling 175 rods and repairing 1 wooden culvert. Road No. 3, on the 10th sideline south of the blind line between Cons. 7 and 8, Con. 8, Lots 1 to 8, and the Townline from Con. 10 north, was improved by grading 110 rods, gravelling 200 rods, putting in 1 concrete culvert and making a fill of 8 yds. of stone. Road No. 4, from the dock to and through Providence Bay and on the Government Road across Lots 1 to 5, Con. 10, was improved by grading 25 rods, gravelling 155 rods, putting in 1 wooden culvert and making a fill of 25 cu. yds. of stone. Road No. 5, on the line

between Cons. 11 and 12, across Lots 4 to 12, was graded 10 rods, gravelled 275 rods, had one wooden culvert placed on it and a fill of 100 cu. yds. of rock made. Road No. 6, on the 6th sideroad south from the blind line between Cons. 5 and 6, to the blind line between Cons. 7 and 8, in front of Lot 3, Con. 2, and on the Townline north from Con. 6, was improved a distance of 185 rods, 50 rods being graded, 185 rods gravelled and 1 wooden culvert repaired. Road No. 7, on the Townline between Billings and Carnarvon and the Lake Shore Road north from Con. 2, 172 rods were improved by grading 40 rods, gravelling 172 rods and placing 3 concrete tile culverts.

Chapple By-law No. 193.—Road No. 1, on the Roseberry-Barwick, Dobie-Shenstone and Mather-Tait Townlines, was improved by grading 2 miles 100 rods, and ditching 120 rods in one place and improving $2\frac{1}{2}$ miles in another place by grading 60 rods, gravelling 2 miles 6 rods, putting in 7 cedar culverts and making a fill of 2,000 cu. yds. of clay. Road No. 4, between Sections 13 and 14, Shenstone, was improved by grading 20 rods, ditching 76 rods and making a fill of 122 cu. yds. of earth. Road No. 5, between Cons. 4 and 5, Dobie, at the west end was opened up a distance of 90 rods by being graded 90 rods and ditched 135 rods. Road No. 6, between Sections 26 and 27 and 34 and 35, Shenstone, was opened up by grading 250 rods and putting in 1 cedar culvert. Road No. 7, on the Dobie-Carpenter Townline, was improved by grading 48 rods, gravelling 12 rods and corduroying 48 rods. Road No. 8, between Cons. 2 and 3, Dobie, at the east end, $58\frac{3}{4}$ rods of old road were side-brushed and graded and 73 rods ditched. Road No. 9, between Cons. 4 and 5, Dobie, at the east end, a new road 139 rods in length was cleared, stumped and grubbed and 10 rods of corduroy laid. Road No. 10, between Cons. 5 and 6, Dobie, east end was improved by side-brushing and grading 51 rods and putting in 1 cedar culvert. Road No. 11, on the Dobie-Mather Townline, east half, was improved by side-brushing 166 rods, grading 104 rods and putting in 5 cedar culverts. Road No. 13, between Cons. 1 and 2, Mather, east end, 20 rods were side-brushed, 93 rods graded, 18 rods ditched and a clay fill of 182 cu. yds. made. A new road was also opened up 145 rods in length, being cleared, stumped and grubbed. Road No. 14, between Cons. 5 and 6, Mather, east end, 100 rods of new road were cleared and graded, 10 rods ditched and 3 cedar culverts put in. Road No. 15, north on the line between Tait and Mather, 52 rods of new road were cleared and graded, 43 rods ditched and 3 cedar culverts built. Road No. 16, between Lots 6 and 7, across Con. 3, Mather, 53 rods of new road were built, 19 rods being cleared, 53 rods graded, 57 rods ditched, and 3 cedar culverts put in. Road No. 17, on the Shenstone-Tait Townline, west half, 1 mile of old road was graded, 220 rods being side-brushed. Road No. 18, between Sections 3 and 4, and 9 and 10, Tait, 60 rods were gravelled. Road No. 19, between Sections 4 and 5, 8 and 9, 9 and 16, 34 and 35, Tait, 280 rods were graded and 225 rods side-brushed. Road No. 20, along Sections 35 to 26, Tait, 129 rods were graded, 20 rods side-brushed and 66 rods of creek bottom brushed and logged 10 ft. wide and 1 cedar culvert built. Road No. 21, west on the Townline of Shenstone, 40 rods of old road were improved by grading 20 rods and making an earth fill of 250 cu. yds. Road No. 22, between Sections 30 and 19, 29 and 20, and 29 and 28, Shenstone, 180 rods of old road were graded and 1 cedar culvert built. Road No. 23, between Lots 8 and 9, Barwick, running north from the Trunk Road, $135\frac{1}{2}$ rods of new road were cleared, stumped and grubbed.

Connec By-law No. 20.—Road No. 1, west across the centre of Con. 1, $11\frac{1}{2}$ miles of old road were repaired by grading and surfacing with earth 80 rods, ditching 15 rods, making a fill of 27 cu. yds. of earth, putting in 3 cedar culverts

and covering 1 bridge with 3-in. plank. Road No. 2, between Lots 6 and 7, $1\frac{1}{2}$ miles of old road were repaired by grading 160 rods, surfacing with earth 160 rods, ditching 80 rods, putting in 13 cedar culverts and removing 150 yds. of earth. Road No. 3, between Lots 2 and 3, 2 miles of old road were repaired by grading 80 rods, surfacing with earth 80 rods, ditching 160 rods, and putting in 9 cedar culverts. Road No. 4, between Lots 4 and 1, from Kain Power Dam north, $2\frac{1}{2}$ miles of old road were improved by filling in waggon ruts and levelling the road, 80 rods of new road were cleared, stumped and grubbed, 40 rods of it were corduroyed and covered with earth and 4 spruce culverts built. Road No. 5, between Lots 4 and 5, from the middle of Con. 1, north, 160 rods of old road were graded and surfaced with earth and 2 cedar culverts built. Road No. 6, between Lots 2 and 3, from the middle of Con. 1, north, 160 rods of new road were cleared, stumped and grubbed, 200 rods ditched, 24 rods corduroyed, 4 cedar culverts put in and 125 cu. yds. of earth removed. Road No. 7, between Lots D and E, from Con. 3, north, 80 rods of old road were stumped, graded and surfaced with earth and 4 cedar culverts built. Road No. 8, between Cons. 1 and 2, from Lot 4 to 1, was improved by grading 160 rods, surfacing with earth 160 rods, corduroying 5 rods and putting in 5 wooden culverts. Road No. 9, between Cons. 3 and 4, east from Lot A to Road No. 1, a new road 160 rods in length was cleared, stumped and grubbed, 4 cedar culverts placed, and 100 cu. yds. of earth removed from a side hill. Road No. 10, between the Townships of Connec and O'Connor from Lot 6 west, 1 mile of new road was opened up by clearing, stumping, grading and crowning with earth 160 rods and putting in 4 tamarack culverts. Road No. 11, Mokoman Road, between Cons. 6 and 7, west, was improved by grading and surfacing with earth 1 mile 120 rods and putting in 5 cedar culverts; also by clearing, stumping, grading, surfacing with earth and ditching 40 rods of new road, and putting in 5 rods of corduroy and removing 75 yds. of earth from same.

Cockburn Island By-law No. 89.—Road No. 1, between Cons. 7 and 8, across Lots 13 and 14, a new road 240 rods in length was opened up, by clearing 200 rods, grading 20 rods, corduroying 150 rods and surfacing with earth 240 rods.

Road No. 2, between Lots 15 and 16, across Con. 9, 250 rods of old road were side-brushed and 200 rods covered with gravel.

Dilke By-law No. 56.—Road No. 2, between Sections 34 and 35, from the Trunk Road, north, was improved by grading 186 rods and gravelling 96 rods. Road No. 3, between Sections 33 and 34, from the Trunk Road north, was improved by grading 50 rods, gravelling 25 rods and putting in 1 cedar culvert. Road No. 4, across Lots 1 and 2, River Range from the Townline of Dilke and Morley west, 61 rods of old road were graded, 37 rods gravelled and $57\frac{1}{2}$ rods ditched. Road No. 5, north from the river on the Townline between Dilke and Morley, 102 rods of new road were cleared and graded. Road No. 6, between Sections 32 and 33 north from the Trunk Road, 215 rods of old road were graded and crowned with gravel, 44 rods ditched and 8 cedar culverts placed. Road No. 7, between Sections 35 and 36, from the Trunk Road north to Pine River, 1 mile 94 rods of old road were graded.

Drury, Dennison and Graham By-law No. 141.—Road No. 1 includes the following roads in Drury Township, (A) between Cons. 1 and 2, across Lots 1 to 12. (B) between Lots 3 and 4, across Cons. 2, 3, 4 and 5. (C) between Cons. 4 and 6, across Lots 5, 6 and 7. (D) between Lots 6 and 7, across Con. 2. (E) between Lots 1 and 2, across Con. 1. The work in this Township consisted of grading 10 miles of road, ditching 2 miles and building 2 wooden culverts. Road No. 2, includes the following roads in Dennison Township.—(A) across lots 1 to

12, through Con. 2, (B) across Cons. 3 and 4, through Lots 7 and 8, (C) across Lot 7, through Con. 4, (D) across Cons. 1 and 2, between Lots 6 and 7, (E) the Dennison and Louise Boundary, Lots 1 to 10. The work in this township was improving 3 miles of old road, by stumping and grubbing 80 rods, grading 3 miles, ditching 80 rods, putting in 2 wooden culverts and building 1 18-ft. timber bridge by one Overseer, and grading 5 miles and putting in 7 wooden culverts by another Overseer. Road No. 3, across Lots 1 to 12, through Cons. 2 and 3, Graham, 9 miles of old road were graded and 2 miles ditched.

Emo By-law No. 186.—Road No. 1, from the Townline of Lash and Aylsworth running south, $2\frac{1}{2}$ miles of old road were repaired by stumping and grubbing 65 rods, grading $2\frac{1}{2}$ miles, putting in 1 cedar culvert and making a clay fill of 350 cu. yds. Road No. 2, between Lots 8 and 9, River Range, Aylsworth, north from the Trunk Road, 240 rods of old road were repaired by side-brushing, stumping and grubbing and grading, also ditching 72 rods. Road No. 3, between Sections 2 and 3, Lash, southerly, 180 rods of new road were opened up by clearing 30 rods, grading 180 rods and gravelling 15 rods. Road No. 4, on the River Road south from Lot 32, River Range, Lash, $1\frac{1}{4}$ miles of old road were surfaced with gravel and 30 roads ditched. Road No. 5, on the Crozier Road east from the north-west corner of Section 2, Lash, 225 rods of old road were surfaced with gravel. Road No. 6, between Sections 10 and 11, Lash, and thence east from the north-west corner of Section 11, 110 rods of old road were graded, 6 yds. of stone spread, 24 rods ditched, 1 wooden culvert and 1 wooden bridge built. Road No. 7, between Sections 1 and 2, Lash, 75 rods of old road were surfaced with gravel. Road No. 8, between Lots 24 and 25, River Range, Lash, east from the Colonization Road, 163 rods of old road were repaired by grading 55 rods, surfacing with earth 88 rods and with gravel 20 rods. Road No. 9, the Howse Road running east from the Trunk Road, 1 mile of new road was opened up by clearing 185 rods, grading 140 rods, surfacing with earth 175 rods, with gravel 20 rods and building 1 cedar culvert. Road No. 10, between Sections 34 and 35, Lash, from the Trunk Road north, 287 rods of new road were cleared, stumped and grubbed 33 ft. wide. Road No. 11, on the Trunk Road west from the Howse Road, 50 rods of old road were surfaced with gravel and 700 ft. of plank used to cover a bridge. Road No. 12, on the road running north from Emo, 60 rods of old road were surfaced with gravel and 2 rods with stone. Road No. 13, from the head of Walker St., Emo, west to Thompson's Mill, 75 rods of new road were opened up by grading 65 rods, gravelling 75 rods and putting in 2 box culverts. Road No. 14, on the McKay Road east from Lot 6, Con. 2, 90 rods of new road were opened up by clearing 50 rods, grading 90 rods, ditching 10 rods, building 2 box culverts. Road No. 15, east from Lot 6, Con. 3, Carpenter, on the Burris Road 92 rods of new road were opened up by clearing 50 rods, corduroying 66 rods, grading 92 rods and putting in 1 cedar culvert. Road No. 16, north from Con. 3, between Lots 2 and 3 on the Price Road, 120 rods of old road were improved by grading 90 rods, corduroying 30 rods, putting in 2 wooden culverts and making a fill of 42 cu. yds. of earth. Road No. 17, between Lots 6 and 7, north from Con. 5, on the Barnhart Road, 245 rods of old road were repaired by side-brushing 168 rods, grading 245 rods, ditching 17 rods, making a fill of 156 cu. yds. of clay and putting 956 ft. of new plank on the culverts. Road No. 18, between Lots 4 and 5, south from Con. 6, 230 rods of new road were cleared, 12 rods corduroyed and 2 wooden culverts built. Road No. 19, east from Lot 6 on the Townline of Carpenter and Lash, 75 rods of old road were gravelled and 20 rods ditched. Road No. 20, east from Lot 10 on the Townline of Carpenter and Lash, 90 rods

of old road were gravelled. Road No. 21, east from Lot 8, Con. 2, Carpenter on the McKay Road, 1 mile of old road was side-brushed and graded and 3 cedar culverts put in. Road No. 22, between Lots 9 and 10, from the Townline of Lash north on the Dungey Road, 240 rods of old road were graded and 5 cedar culverts built. Road No. 23, between Lots 8 and 9, from Con. 3, north on the Bullied and Patterson Road, 1 mile of new road was cleared, 40 rods graded, 16 rods ditched and 20 rods corduroyed. Road No. 24, east on Con. 3 from Lot 8 on the McMillan Road, 60 rods of old road were gravelled. Road No. 25, east on the Ewan Road from Lot 10, Con. 4, 60 rods of new road were cleared, 25 rods ditched, 44 rods corduroyed and 1 wooden culvert built. Road No. 26, east on the Shipton Road from Lot 1, Con. 6, 47 rods of new road were graded and corduroyed and 10 rods ditched. Road No. 27, on the Carpenter and Dobie Townline north from Con. 3, 125 rods of old road were corduroyed and surfaced with earth. Road No. 28, between Lots 4 and 5, north from the Townline of Carpenter and Lash, 162 rods of new road were cleared and 194½ rods corduroyed.

Gordon By-law No. 133.—Road No. 1, between Cons. 8 and 9, from Lot 13 to 30, 125 rods of old road were repaired by grading 80 rods, gravelling 125 rods, repairing 1 wooden culvert and putting in 1 15-in. metal culvert. Road No. 2, across Cons. 4 to 6, from Lot 12 to 22, 300 rods of new road were opened by clearing 250 rods, grading 300 rods, making a fill of 5 cu. yds. of stone and 10 cu. yds. of earth, repairing 3 wooden culverts and putting in 1 wooden and 1 12-in. metal culvert. Road No. 3, running southerly from Lot 1 to 15 along the Government Road, 205 rods of old road were gravelled and 2 wooden culverts repaired. Road No. 4, Batty's Road, was improved by grading 150 rods, gravelling 265 rods and putting in 2 wooden culverts. Road No. 5, Scotland Road, was improved by grading 200 rods, gravelling 130 rods and building a wooden culvert. Road No. 6, Ice Lake Road, was improved by gravelling 1 mile, 105 rods, repairing 2 wooden culverts and putting in 1 wooden culvert. Road No. 7, in front of Cons. 11 and 12, 75 rods of new road were graded and 70 rods of it surfaced with gravel.

Hammer By-law No. 594.—Road No. 1, on the line between Cons. 1 and 2, across Lots 1 to 12, 5 miles of old road were graded. Road No. 2, between Lots 6 and 7, across Cons. 1 to 5, 1 mile of old road was graded and 1 wooden culvert built. Road No. 5, on the line between Cons. 2 and 3, from Lots 1 to 9, 4 miles of old road were graded. Road No. 6, on the line between Cons. 3 and 4, from Lot 1 to 9, 3 miles of old road were graded.

Hilton By-law No. 374.—Road No. 1, on the line between Cons. 16 and 17, from Lot A to 7, on the 20th sideroad from K. line, 276 rods were gravelled and 20 rods graded. Road No. 2, on Con. 13, from Lot 9 to 13, 15 to 19, and 21 to 23, 2 miles 100 rods were side-brushed, 60 rods graded and 260 rods gravelled. Road No. 3, from Lots 15 to 18, Con. P, 160 rods of old road were repaired by side-brushing 40 rods, grading 10 rods and gravelling 20 rods. Road No. 4, from Lots 16 to 19, Con. U, 142 rods of old road were graded and 57 rods surfaced with gravel. Road No. 5, from Lots 1 to 4, Con. 9, 80 rods of old road were gravelled. Road No. 6, in front of Lots 3 and 4, 7, 9, 10, and 11, Con. "W," 1 mile, 85 rods of old road were side-brushed and 80 rods gravelled. Road No. 7, opposite Lots 7 and 9, Con. X, 80 rods were gravelled. Road No. 8, on the Hilton and Marksville line, 124 rods of old road were gravelled and 4 rods ditched.

Jaffray and Mellick By-law No. 64.—Road No. 1, on the Pine Portage Road, Con. 1, 3 miles of old road were improved by side-brushing 2 miles 20 rods, stumping and grubbing 112 rods, grading 170 rods, surfacing with clay and gravel 90

rods, ditching 60 rods and putting in 4 wooden culverts. Road No. 2, on the Scramble Road from the C.P.R. crossing to Lot 18, Con. 5, Jaffray, 3 miles of old road were repaired by side-brushing, stumping and grubbing 54 rods, grading and gravelling 3 miles, ditching 1 mile 163 rods and putting in 2 wooden culverts. Road No. 3, on the road running in an easterly direction through Lots 12, 13 and 14, Con. 8, Jaffray, to the bridge on Lot 2, Con. 1, Mellick, $2\frac{1}{2}$ miles of old road were repaired by clearing, stumping and grubbing 36 rods, grading and gravelling 1 mile 60 rods, ditching 170 rods, corduroying 45 rods and putting in 2 wooden culverts. Road No. 4, on the east Mellick Road from Lot 5, Con. 1, to Lot 4, Con. 3, 3 miles of old road were repaired by clearing, stumping and grubbing 80 rods, grading and surfacing with clay and gravel 1 mile 70 rods, ditching 1 mile 10 rods, corduroying and covering with clay 18 rods, and putting in 4 wooden culverts. Road No. 5, on the Plouffre Road, from Lot S 488 to Lot 13, Con. 4, Mellick, $1\frac{1}{2}$ miles of old road was repaired by clearing, stumping and grubbing 150 rods, grading and gravelling 170 rods, ditching 55 rods, corduroying and covering with clay 18 rods and putting in 2 wooden culverts. Road No. 6, on the West Mellick Road, on Location 77P, Jaffray, to Lot 12, Con. 5, Mellick, 6 miles of old road improved by side-brushing, stumping and grubbing 190 rods, grading and surfacing with clay and gravel, 1 mile 300 rods, ditching 75 rods, corduroying $13\frac{1}{2}$ rods and putting in 3 wooden culverts; also opening a new road 300 rods in length by grading and gravelling 300 rods, ditching 172 rods, corduroying and covering with clay 9 rods and building 2 wooden culverts. Road No. 7, on the Anderson Road from Lot 3, Con. 7, Jaffray, to Lot 18, Con. 1, Mellick, 2 miles 50 rods were graded and gravelled, 63 rods ditched and 1 wooden culvert built. Road No. 8, on the Johnson Road through Lots 2 and 3, Con. 8, Jaffray, 75 rods of new road were cleared, stumped and grubbed, also graded, surfaced with gravel and ditched and 2 metal culverts placed; also 175 rods of old road were repaired by side-brushing, stumping and grubbing 90 rods, grading and surfacing with clay and gravel 54 rods, ditching 55 rods and corduroying 6 rods. Road No. 9, on the Carleton Road from Location D 666 to Lot 15, Con. 2, Mellick, 2 miles of old road were improved by stumping and grubbing 1 mile 30 rods, grading and surfacing with clay 300 rods, corduroying and covering with clay $5\frac{1}{2}$ rods, putting in 3 wooden culverts and constructing 1 18-ft. timber bridge. Road No. 10, on the Villeneuve Road from Location D 62, Kenora Boundary, to Lot 2, Con. 7, Jaffray, 2 miles of old road were repaired by side-brushing 300 rods, stumping and grubbing 195 rods, grading and gravelling 160 rods, ditching 170 rods, corduroying and covering with gravel 30 rods and putting in 4 iron culverts. Road No. 11, on the Ritchie Road from Lot 4, Con. 6, Jaffray, to Lot 9, Con. 1, Mellick, a road 2 miles in length was repaired by grading 190 rods, clearing, stumping and grubbing 160 rods, gravelling 190 rods, clearing, stumping and grubbing 160 rods, gravelling 190 rods, ditching 204 rods and building 3 wooden culverts.

Jocelyn By-law No. 278.—Road No. 1, on the 10th sideline from Con. L to M, and on the Hilton Road from Lots 8 to 11, 1 mile 200 rods of old road were graded and 10 rods gravelled. Road No. 2, across Con. "A" from P line to U line, 2 miles of old road were side-brushed, 160 rods graded and 40 rods gravelled. Road No. 4, on the Boundary between St. Joseph and Jocelyn Townships from Lots L to 6, 80 rods of old road were improved by side-brushing 20 rods, grading 30 rods and building 1 12-ft. cedar bridge. Road No. 5, on the 5th sideroad from Cons. M to L, 80 rods of old road were improved by side-brushing 30 rods, grading 70 rods and making a cut and fill of 200 cu. yds. of earth. Road No. 6, on the 5th sideline, Con. 2, 80 rods of old road were improved by grading

20 rods, gravelling 8 rods and putting in a metal culvert. Road No. 7, on U line easterly from Lot 13 to the boundary line, 120 rods of old road were graded, 90 rods gravelled and 1 cedar culvert put in. Road No. 8, on the 5th line from U line to Con. 4, 2 miles of old road were improved by spreading gravel on 1 mile. Road No. 9, on the 10th sideline from Con. P to the blind line, 1 mile of old road was graded, 202 rods crowned with gravel. Road No. 10, on Huron Con. from K line to the Hilton Road, Cons. M and N, and on the Hilton Road to the Lake Shore, 80 rods of old road were repaired by side-brushing 60 rods, ditching 25 rods and building 1 cedar culvert.

Johnson By-law No. A56.—Road 1, on Con. 4, Lots 3 and 4, 123 rods of old road were surfaced with gravel. Road No. 2, on the Gordon Lake and Portlock Road, Lot 3, Con. 3, 137 rods of old road were surfaced with gravel. Road No. 3, running in an easterly direction through Lots 5 and 6, across Con. 6 H.S.J., 80 rods of old road were surfaced with gravel and a fill of 250 cu. yds. of earth made. Road No. 4, on the boundary between the Townships of Tarbutt and Johnson, commencing at Lot 12 B, 40 rods were side-brushed and 80 rods of old road graded. Road No. 5, running south between Lots 4 and 5, from Rothwell Corner H.S.J., 80 rods of old road were gravelled and a fill of 150 cu. yds. of clay made. Road No. 6, on Lake Huron Avenue from the C.P.R. to Lot 51 Desbarat's Survey, 80 rods of old road were gravelled and 15 rods ditched.

Korah By-law No. 127.—Road No. 1, on the People's Road from the 2nd line north to the northern boundary of the Municipality, $5\frac{1}{4}$ miles of old road were repaired by side-brushing 1 mile 115 rods, grading 4 miles 180 rods, distributing 1,328 yds. of gravel, ditching 254 rods, making a stone fill of 58 yds. and an earth fill of 45 yds. and hill cut of 738 yds., putting in 3 cedar culverts, putting a cedar covering on a bridge, and building 1 new cedar bridge having a 20 ft. span and the piers filled with stone. Road No. 2, on the North Korah Road from the 3rd line, Section 21, Korah, northerly to the northern boundary of the Municipality and on the 3rd line from the centre of Section 22, Korah, westerly to the western boundary of the Municipality 6 miles, 200 rods of old road were repaired by grading 280 rods, distributing 885 yds. of gravel, making a hill cut of 28 cu. yds., putting in 2 metal culverts and 1 cedar culvert. Road No. 3, on the 2nd base line from the tap drain to the centre of Section 35, Korah, westerly to the west Boundary of the Municipality, 2 miles of old road were repaired by grading 120 rods, distributing 842 yds. of gravel, ditching 80 rods and putting in 1 24-ft. metal culvert. Road No. 4, on the base line from Spring Creek at the centre of Section 34, Korah, westerly to Section 3, Parks Township, about 12 miles of old road were worked over with the grader, 380 yds. of gravel distributed, 366 yds. of clay were distributed over a piece of heavy sand road, 120 yds. of sand were distributed over a piece of black muck road, 1,881 yds. of cinders were distributed over a piece of low, wet road to raise it to a higher level and a fill of 96 yds. of earth was made.

Laird By-law No. 107.—Road No. 1, on the line between Sections 32 and P, 80 rods of old road were gravelled. Road No. 2, on the Government Road north from Haine's Corner, 80 rods of old road were improved by gravelling 30 rods, making an earth fill of 500 cu. yds. and putting in 3 iron culverts. Road No. 3, from Laird Presbyterian Church north, between Sections 18 E.F and 7 and E, 160 rods of old road were repaired by grading 116 rods and gravelling 145 rods. Road No. 4, from Chas. Stewart's north on the Government Road, 92 rods of old road were crowned with gravel.

Lavallee By-law No. 139.—Woodyatt Township, Road No. 1, between Lots

24 and 25, River Range, 160 rods of new road were cleared, stumped and grubbed and 40 rods graded. Road No. 2, between Section 33 and Lots 25, 26 and 27, River Range, 120 rods of new road were cleared, stumped and graded. Road No. 3, on the Trunk Road from Lots 36 to 40, 165 rods of old road were graded and 25 rods side-brushed. Road No. 4, west from Lot 26 on the Trunk Road, 40 rods of old road were crowned with gravel. Road No. 5, between Lots 32 and 33, River Range, running south, 156 rods of old road were side-brushed and 78 rods graded. Road No. 6, on the Trunk Road from Lots 48 to 45, 40 rods of old road were gravelled. Road No. 8, between Sections 4, 5, 6 and 7, 8, 9, Devlin Township, 160 rods of old road were improved by side-brushing and grading 160 rods, gravelling 90 rods, making an earth fill of 30 yds., and building 1 box culvert. Road No. 9, between Sections 7 and 8 and 18 and 19, Devlin Township, 150 rods of new road were graded, 50 rods gravelled, 10 rods corduroyed, 25 rods ditched, an earth fill of 100 cu. yds., and 2 wooden culverts put in. Road No. 10, between Sections 16 and 21, Devlin Township, 60 rods of old road were corduroyed. Road No. 12, between Sections 20 and 21, Devlin Township, 90 rods of old road were surfaced with gravel. Road No. 13, between Sections 19 and 30, Devlin, 30 rods of new road were constructed by clearing 66 ft. wide, corduroying 20 rods and ditching 32 rods. Road No. 14, between Sections 32 and 33, Devlin, 90 rods of old road were surfaced with gravel. Road No. 16, between Sections 3 and 10, Devlin, 35 rods of old road were repaired by grading 15 rods, gravelling 20 rods, ditching 50 rods and building 2 wooden culverts. Road No. 17, between Sections 2 and 11, Devlin, 100 rods of new road were graded, 40 rods ditched and 15 rods corduroyed. Road No. 18, between Sections 10 and 15, Devlin, 100 rods of new road were cleared, stumped and grubbed, 40 rods graded, 25 rods corduroyed and 1 cedar culvert built. Road No. 20, between Sections 33 and 34, Devlin, 60 rods of new road were cleared, stumped and grubbed and 1 cedar culvert built. Road No. 21, between Sections 22 and 23, south of the C.N.R. to Woodyatt Boundary, 90 rods of old road were surfaced with gravel. Road No. 22, between Sections 22 and 23, north of the C.N.R. to Burriss Boundary, 35 rods of old road were crowned with gravel. Road No. 23, on the Boundary between Burriss and Devlin, commencing at the west side of Lot 4, Burriss, and running east 160 rods of new road were cleared, stumped and grubbed and 60 rods graded. Road No. 26, on the line between Cons. 1 and 2, Burriss, commencing at the west side of Lot 2 and working east, 41 rods of new road were cleared, stumped and grubbed and 40 rods of it corduroyed. Road No. 27, on the line between Cons. 2 and 3, Burriss, commencing at the west side of Lot 12 and working east, 80 rods of old road were repaired by clearing 80 rods, stumping and grubbing 20 rods, grading 80 rods, ditching 12 rods, corduroying 20 rods, making an earth fill of 250 yds. and putting in 8 wooden culverts. Road No. 28, on the line between Cons. 2 and 3, Burriss, commencing at the west side of Lot 7 and working east 160 rods, thence north across Con. 3, between Lots 6 and 7, 1 mile of old road was graded, 40 rods ditched and 2 wooden culverts placed. Road No. 30, on the line between Cons. 4 and 5, Burriss, commencing at the west side of Lot 8 and working east one mile, 240 rods of old road were graded and 1 wooden culvert placed. Road No. 31, on the line between Cons. 4 and 5, Burriss, commencing at the west side of Lot 5 and working east, 30 rods of new road were cleared and graded and 5 rods of it corduroyed, also 200 rods of old road were graded, 10 rods ditched and 1 wooden culvert built. Road No. 32, on the line between Cons. 5 and 6, Burriss, commencing at the west side of Lot 8 and working east, 40 rods of new road were cleared, stumped and grubbed and 2 wooden culverts put in; also 40

rods of corduroy. Road No. 33, on the line between Cons. 5 and 6, commencing at the west side of Lot 5 and working east, $1\frac{1}{4}$ miles of new road were built by clearing, stumping and grubbing 40 rods, grading $1\frac{1}{4}$ miles, and corduroying 7 rods. Road No. 36, across Cons. 2, 3 and 4, commencing at the south side of the north half of Lots 10 and 11, and working north, 1 mile of old road was stumped, grubbed and graded and 60 rods ditched.

Morley and Pattulo By-law No. 136.—Road No. 1, running east through River Range Lots 16 to 7, Morley, 50 rods of old road were graded and 4 wooden culverts built. Road No. 2, running west through River Range Lots 17 to 25, Morley, 111 rods of old road were graded, 1 mile side-brushed, and 1 wooden bridge repaired by putting in new stringers and plank cover. Road No. 3, running north through River Range, Lots 16 and 17, Morley, to Pattulo Townline, 4 miles of old road were repaired by gravelling 40 rods, making an earth fill of 150 cu. yds., putting in 4 cedar box culverts and re-covering 1 wooden bridge with plank. Road No. 4, running west between Sections 11 and 14, Morley, to Dilke Townline, 215 rods of old road were graded, 70 rods gravelled and 2 cu. yds. of a rock cut made. Road No. 6, between Sections 14 and 23, Morley, 120 rods of old road were surfaced with gravel. Road No. 7, between Sections 15 and 22 and 16 and 21, Morley, 40 rods of new road and 40 rods of old road were graded 30 ft. wide. Road No. 8, between Sections 26 and 35 and 25 and 36, Morley, 130 rods of old road were improved by grading 50 rods, gravelling 80 rods and building 1 cedar culvert. Road No. 9, between Section 31, Shenstone, and 36, Morley, 1 pile bridge having a span of 32 ft. was built and 1 20-ft. bridge repaired by putting in new stringer and plank. Road No. 10, west between Sections 27 and 34, Morley, to Dilke Townline, 100 rods of old road were graded and 42 rods corduroyed. Road No. 11, on the Morley and Dilke Townline 268 rods of old road were graded. Road No. 12, on the Morley and Pattulo Townline, 280 rods of old road were improved by grading 144 rods, gravelling 280 rods, ditching 30 rods and building 1 wooden culvert. Road No. 15, between Sections 4 and 5 and 8 and 9, Pattulo, 118 rods of old road were graded, 20 rods ditched, 98 rods corduroyed, and 1 cedar culvert built. Road No. 16, between Sections 5 and 8, Pattulo, 110 rods of old road were graded and 2 cedar culverts built.

McDonald, Meredith and Aberdeen Additional By-law No. 120.—Road No. 1, on the Townline of Laird and McDonald, Section 31, 80 rods of old road were gravelled. Road No. 2, between Sections 29 and 32, McDonald, running east from Maple Leaf School, 120 rods of old road were gravelled. Road No. 3, running in a northerly direction through Section 16 from Hurley's Hill to M. Hodginson's Hill, 80 rods of old road were gravelled. Road No. 4, on the Iron River Road through Sections 9 and 3 to the Townline of Kehoe, 150 rods of old road were graded, and 100 rods of it covered with gravel. Road No. 5, running south between Sections 25 and 36, and east and west on the Croker Road, along Sections 25 and 35, 200 rods of old road were improved by grading 65 rods, gravelling 150 rods, and putting in 1 cedar culvert. Road No. 6, east along Section 31, Meredith, and from the front of Big Hill South, then east between the north and south half of Lot 3, Con. 1, $1\frac{1}{2}$ miles of old road were improved by grading 160 rods and gravelling 200 rods. Road No. 7, running east through Lots 5 and 4 to Con. 3, Aberdeen Additional, 40 rods of old road were surfaced with gravel.

Neebing By-law No. 339.—Road No. 1, on the Blake-Paipoonge Townline from the centre stake of Lot 8 to the centre stake of Lot 10, Township of Blake, 2 miles of old road were graded and surfaced with clay, 18 rods ditched, 600 cu.

yds. of earth removed and 5 cedar culverts built. Road No. 4, on the Cloud Bay Road, $2\frac{1}{2}$ miles of old road were improved by stumping and grubbing $1\frac{1}{2}$ miles, grading and surfacing with earth $2\frac{1}{2}$ miles, ditching 4 miles, putting in 7 wooden culverts and building 2 18-ft. timber bridges. Road No. 7, between Lots 19 and 20, Neebing, from Arthur Street to William Street, a new road $1\frac{1}{4}$ miles in length was cleared, stumped, graded and surfaced with earth, 500 cu. yds. of earth were removed, 3 jack pine culverts built and 160 rods re-surfaced. Road No. 8, between Lots 15 and 16, Neebing, from Arthur Street to William Street, 80 rods of new road were cleared, stumped, graded and ditched on both sides and 3 jack pine culverts put in.

Oliver By-law No. 160.—Road No. 1, on the 1st sideroad from Con. 2, northerly, to Con. 4, $1\frac{1}{4}$ miles of old road were improved by side-brushing $1\frac{1}{4}$ miles, grading 80 rods, surfacing with earth 80 rods and putting in 3 cedar culverts. Road No. 2, on the 1st sideroad from Con. 7, to the Dawson Road, 240 rods of old road were improved by side-brushing and stumping 150 rods, grading 80 rods, crowning with earth 80 rods and ditching 200 rods. Road No. 3, on the 3rd sideroad from the south half of Lot 6, on Con. 5, to the north half of Lot 6, Con. 6, 160 rods of new road were cleared, stumped, graded and crowned with earth. Road No. 4, on the 5th sideroad from Con. 2, to Con. 3, thence west 160 rods on the 3rd Con., 1 mile of old road was repaired by side-brushing 160 rods, grading and surfacing with earth 1 mile and ditching 100 rods. Road No. 6 on the 1st Con. between the 4th and 6th sideroads, 160 rods of old road were repaired by clearing, stumping and surfacing with earth 160 rods and ditching 100 rods. Road No. 7, on the 6th Con. from the 2nd to the 3rd sideline, 160 rods of new road were cleared, stumped, graded, surfaced with earth and 100 rods ditched.

Paipoonge By-law No. 133.—Road No. 1, on the 20th sideline south of the river south from Con. 2, $1\frac{1}{4}$ miles of old road were graded and surfaced with earth. Road No. 2, on the 10th sideline south of the river from Schoolhouse No. 4, south, $1\frac{1}{4}$ miles of old road were graded and surfaced with earth and 1 wooden culvert built. Road No. 3, on the Townline north of the river west from the 20th sideline, $1\frac{1}{4}$ miles of old road were side-brushed, 1 mile graded and surfaced with earth and 4 tamarack culverts built. Road No. 4, on the Townline north of the river, east from the 15th sideroad, 2 miles of old road were side-brushed, 160 rods graded, 100 rods crowned with earth and 2 wooden culverts placed. Road No. 5, on Con. 2, south of the river from the 10th sideline north, 160 rods of old road were graded, surfaced with earth and ditched and 2 cedar culverts built. Road No. 6, on Con. F, from the 10th sideline south to Lot 6 south of the river, 160 rods of old road were side-brushed, stumped and grubbed, 50 cu. yds. of earth were removed, a side hill cut 160 rods in length was made and 11 cedar culverts placed.

Plummer Additional By-law No. 140.—Road No. 2, on the Jeffrey Road, Con. 4, 139 rods of old road were gravelled and 3 rods ditched. Road No. 3, on the Cloudslee Road 120 rods of old road were improved by grading 20 rods, gravelling 93 rods, and putting in 1 wooden culvert. Road No. 4, on the Rydal Bank Road, Con. 3, $2\frac{1}{2}$ miles of old road were improved by side-brushing 1 mile, grading 1 mile, surfacing with trap rock 150 rods and with earth 1 mile. Road No. 5, on the road between Cons. 5 and 6, Cuthbertson Location, 1 mile of old road was side-brushed and 33 rods crowned with gravel. Road No. 6, on the road to Caribou, between the Keating and Cuthbertson Location, $1\frac{1}{2}$ miles of old road were improved by side-brushing 1 mile, grading 130 rods, gravelling 110 rods, and putting in 1 wooden culvert. Road No. 7, north through the centre of Keating

Location, 2 miles of old road were improved by grading 1 mile 106 rods and graveling 109 rods. Road No. 8, between the 3rd and 4th Cons. from Keating, westerly to Port Lock, 114 rods of old road were crowned with gravel.

Prince By-law No. 52.—Road No. 1, on the base line road starting at the townline going west and taking in the townline and sideroads 160 rods north of base line as far west and including sideroad between Sections 33 and 34, 5½ miles of old road were improved by side-brushing 240 rods, grading 4 miles 252 rods, spreading 75 yds. of gravel, making an earth fill of 92 yds., a rock fill of 12 yds., and an earth cut of 30 yds., ditching 170 rods and re-planking 1 30-ft. timber bridge. Road No. 2, on the 2nd line road starting at the townline going west, taking in the townline 160 rods south and one mile north of the 2nd line and sideroads, 160 rods north and south of the 2nd line, as far west and including the sideroad between Sections 33 and 34, 4 miles of old road were improved by grading 160 rods, spreading 182 yds. of gravel, making a stone fill of 4 yds. and an earth fill of 60 yds., putting in 1 cedar and 1 tile culvert, re-building 1 timber bridge and re-planking 2 wooden bridges. Road No. 3, on the 2nd line west from the side-line between Sections 33 and 34, 1 mile of old road was improved by stumping and grubbing 40 rods, 15 ft. on each side, grading 240 rods, spreading 4 yds. of gravel, ditching 40 rods and making an earth fill of 9 cu. yds. Road No. 4, on the Creek Road in Section 24 and the road therefrom in a north-westerly direction, and also on the road known as the Fourth Line, 3½ miles of old road were improved by spreading 142 yds. of gravel, ditching 15 rods, cleaning out 142 rods of ditch, making a rock and hard pan cut 15 cu. yds., an earth fill of 142 cu. yds. and a stone fill of 4 cu. yds. Road No. 5, on the Haines Road from the Second line to the Forks and thence north-west, and on the Wilson Road starting at the Forks on the Haines Road, 2½ miles of old road were improved by grading 104 rods, cleaning out 48 rods of ditches, making an earth fill of 147 cu. yds. and putting in 3 wooden culverts.

Rayside By-law No. 136.—Road No. 1, on the line between Cons. 1 and 2 from Lots 7 to 10, 240 rods of new road were cleared, stumped, graded and ditched and 3 wooden culverts built. Road No. 2, between Lots 2 and 3 across Cons. 2 and 3, 1 mile of old road was graded and ditched.

St. Joseph By-law No. 413.—Road No. 1, on the line between Cons. F and G, opposite Lot 15, 80 rods of old road were improved by grading and gravelling 60 rods and making an earth fill of 200 cu. yds. Road No. 2, on the line between Cons. H and I, front of Lots 21 and 22, 160 rods of old road were improved by grading 60 rods, gravelling 100 rods and making a clay fill of 300 cu. yds. Road No. 3, on the 10th sideroad between Cons. G and I, 160 rods of old road were repaired by grading 15 rods, gravelling 130 rods and making a clay fill of 130 cu. yds. Road No. 4, on the line between Cons. D and E, in front of Lots 9 and 10, 90 rods of old road were gravelled. Road No. 5, on the line between Cons. C and D west from the 10th sideroad, 200 rods of old road were improved by grading 54 rods and gravelling 134 rods. Road No. 6, on the centre road between Cons. O and K, 140 rods of old road were surfaced with gravel.

Sandfield By-law No. 207.—Road No. 1, on Con. 1 from Lots 1 to 18, on Con. 2 from Lots 1 to 7, and Con. 3 from Lots 1 to 7, 105 rods of old road were surfaced with gravel and 1 wooden culvert repaired. Road No. 20, on Cons. 2 and 3 from Lots 8 to 30, and from Lots 5 to 14 between Cons. 4 and 5, 200 rods of old road were crowned with gravel. Road No. 3, on Con. 4, Lot 14, north and west to the north end of Lot 18, Con. 8, 70 rods of old road were surfaced with

gravel. Road No. 4, on Cons. 8 and 9 from Lot 18, west, 60 rods of new road were built, 25 rods being graded, 60 rods gravelled and a stone fill of 15 cu. yds. made. Road No. 5, from Con. 8, Lot 18, north to Cons. 10 and 11, and east to Lake Manitou and south from the north-west corner of Lot 8, Con. 9, to Con. 4, 148 rods of old road were improved by grading 60 rods, gravelling 148 rods, and putting in 1 wooden and 1 stone culvert.

Shuniah By-law No. 404.—Road No. 1, on the North Branch Road, in McGregor Township, 160 rods of old road were re-surfaced with gravel. Road No. 1A, commencing at the North Branch Road, Lot 17, Con. A, and running easterly along the southerly limit of the south-west quarter of Lot 16, Con. A, McGregor, 80 rods of old road were graded and surfaced with earth. Road No. 2, on the Black Bay Road, $1\frac{1}{4}$ miles of old road were re-surfaced with earth and gravel. Road No. 2A, from the North Branch Road through Section 17, Con. C, to the north-east corner of Lot 16, Con. C, McGregor, 160 rods of new road were cleared 20 ft. wide. Road No. 3, on the Dawson Road in McIntyre Township, 2 miles of old road were re-surfaced and 3 bridges re-covered. Road No. 4, on the Oliver Road, McIntyre, 1 mile of old road was re-surfaced with gravel. Road No. 5, on John Street from Port Arthur to the Boundary of Oliver and McIntyre, 3 miles of old road were re-surfaced with gravel. Road No. 6, on the Centre Road from Oliver Road to Dawson Road, 1 mile of old road was re-surfaced with earth and gravel. Road No. 7, starting at the townline on Section 27, east 2 miles, then north 160 rods to the Dawson Road, 160 rods of old road were re-surfaced and graded with the grader. Road No. 8, on the road between Sections 4 and 19, 5 and 18, 6 and 17, and 7 and 16, McIntyre, 160 rods of old road were re-surfaced with gravel. Road No. 9, on the road through Mining Locations 27 to 32, $2\frac{1}{4}$ miles of old road were improved by grading, 120 rods of which were crowned with earth. Road No. 10, along the centre line of Sections 17 and 6, McIntyre, 160 rods of new road were opened up by clearing, stumping and grubbing 80 rods, and surfacing 80 rods with gravel. Road No. 11, on the road commencing at the south-west corner of Lot 7, Con. B, McIntyre, and running north to the Boundary of Gorham, 3 miles of old road were graded and crowned with earth. Road No. 12, on the road commencing at the south-west corner of Lot 12, Con. B, McIntyre, and running north to Gorham, 160 rods of new road were built by clearing, stumping and grubbing 80 rods. Road No. 13, commencing at the south-west corner of Lot 22, Con. B, McIntyre, and running north to Gorham, 40 rods of new road were cleared, stumped and grubbed and 1 wooden culvert built. Road No. 15, commencing at the Dawson Road and running north to Ware Township along the east boundary of Lot 29, Con. B, 80 rods of new road were cleared, stumped, graded and crowned with earth. Road No. 16, commencing at the north-east corner of Lot 23, Con. A, McIntyre, and running south along the east Boundary of the said Lot to the north Boundary of Section 25, 80 rods of old road were gravelled and ditched. Road No. 16A, running north through Lot 28, White's Survey, from the north-west quarter Section 31, 160 rods of old road were improved by grading 80 rods, surfacing with earth 80 rods and re-surfacing with gravel 80 rods. Road No. 16B, commencing at the northern extremity of Road No. 16A, and running due north to the southern extremity of Road No. 16, 160 rods of old road were graded, crowned with earth and ditched on one side. Road No. 17, on the Grattan Road, 80 rods of old road were graded and surfaced with earth. Road No. 18, on the boundary line between Oliver and McIntyre, 160 rods of old road were re-surfaced with earth.

Tarbutt and Tarbutt Additional By-law No. 7.—Road No. 1, on the line between Cons. 5 and 6, from Lots 4 to 6, 160 rods of old road were improved by side-brushing 100 rods, gravelling 130 rods, ditching 24 rods, building 1 stone and 1 wooden culvert, and placing 5 tile culverts. Road No. 2, between Lots 6 and 7, across Con. 6, 2 miles of old road were improved by side-brushing 100 rods, grading 40 rods, gravelling 98 rods, putting in 2 12-in. tile culverts, cutting down a hill by removing 200 cu. yds. of earth and blasting rock. Road No. 3, on the townline of Tarbutt and Johnson, across Con. 2, 160 rods of old road were improved by spreading gravel on 44 rods. Road No. 4, on the line between Cons. 1 and 2, from the Boundary of Tarbutt and Johnson to Lot 3, 160 rods of old road were crowned with gravel.

Tarentorus By-law No. 150.—Road No. 1, on the line between Sections 17 and 18, 160 rods of old road were repaired by ditching 1 mile 30 rods, corduroying 8¼ rods and covering it with earth, making 2 hill cuts and filling in at bottom, 1 being 57½ cu. yds. and the other 92 cu. yds. Road No. 2, between Sections 16 and 17, 1 mile of old road was repaired by spreading 322 yds. of gravel on it, putting in 1 metal culvert and making an earth cut of 291 cu. yds., and a rock cut of 160 cu. yds. and a fill from these cuts of 214 cu. yds. Road No. 3, on the Garden River Road, from the 3rd line to McNab Street, 2½ miles of old road were improved by re-grading 2 miles, spreading 1,004 yds. of gravel, ditching 160 rods, making a hill cut and fill at the bottom 75 cu. yds., removing 152 cu. yds. of earth, and putting in 152 cu. yds. of rock, and placing 8 concrete culverts. Road No. 4, through the centre of Section 30, 1 mile of old road was repaired by grading 50 rods, gravelling 1 mile, ditching 50 rods, making a hill cut and fill of 90 yds. and building a 14-ft. cedar bridge. Road No. 5, on the 4th line from the Northern Road to the Landslide Road, 160 rods of old road were graded, 46 yds. of gravel spread, 1 mile ditched, a hill cut and fill of 120 yds., and a metal culvert placed. Road No. 6, running south through the centre of Sections 21, 28 and 33 from the Garden River Road to the north boundary of St. Mary's, thence east and south along the north and east Boundaries of St. Mary's Township to McNab Street, 1½ miles of old road were improved by grading 240 rods, spreading 53 yds. of gravel, excavating 103 yds. of earth and putting in 85 yds. of rock and 55 yds. of earth, making a hill cut of 214 cu. yds. and a rock fill of 12½ yds., building 2 cedar culverts, placing 2 metal culverts and re-planking a bridge with 1,000 ft. of hemlock. Road No. 7, between Section 7, Tarentorus, and Section 12, Korah, 1 mile of new road was cleared, 240 rods stumped and grubbed and a rock cut of 62 yds. made.

Thessalon By-law No. 15.—Road No. 1, on Road Division No. 4, beginning at the west side of the bridge over the Little Thessalon River, and proceeding east between Lots 15 and 17, 126 rods of old road were crowned with gravel. Road No. 2, on Road Division No. 8, beginning at the south-west corner of Section 23 and running east between Sections 23 and 26, 240 rods of old road were improved by under-brushing 60 rods, grading 170 rods, gravelling 60 rods, spreading stone on 20 rods and covering it with gravel.

Thompson By-law No. 103.—Road No. 1, running east through the west half of Section 21, 20 rods of old road were gravelled and an earth and rock cut and fill of 360 yds. made. Road No. 2, through the south-west corner of Lot 9, in the north-westerly direction, 80 rods of old road were graded, and 40 rods crowned with gravel. Road No. 3, running south through the south-west corner of Section 22, 80 rods of old road were surfaced with gravel. Road No. 4, on the north side of

Section 8, running west to the Boundary of Bright, 40 rods of old road were graded and surfaced with gravel.

Worthington By-law No. 62.—Road No. 1, between Lots 8 and 9, 210 rods of new road were built by clearing, stumping and grubbing 140 rods, grading 210 rods, and putting in 2 cedar culverts. Road No. 2, between Lots 16 and 17, 129 rods of old road were crowned with gravel. Road No. 3, between Lots 24 and 25, 1 mile 8 rods of old road were graded and 1 cedar culvert built. Road No. 5, on the old Colonization Road running from the east Boundary of Atwood, 118 rods of old road were side-brushed and graded. Road No. 6, between Lot 36 and the south-west quarter of Section 32, 200 rods of old road were graded and a drain $76\frac{1}{2}$ rods in length was constructed, being 10 ft. wide at the top, 5 ft. wide at the bottom and $2\frac{1}{2}$ ft. deep.

WEST DIVISION.

Armour, Lot 13, Concessions 3 to 5.—One mile of old road was graded, 2 sand hills cut down and covered with clay.

Bear Lake Road, Bear Lake to Station.—A new road 240 rods in length on Con. 4, Lots 10, 11 and 12, was cleared, stumped, graded and ditched and 3 wooden culverts put in.

Bury Road.—One mile of new road was opened up by stumping and grubbing 200 rods, grading 40 rods, crowning with gravel 40 rods, with earth 215, making 50 yds. of stone cut, 400 yds. of a stone fill, and building 1 wooden culvert. This road is in St. Edmunds Township.

Carling Road.—A new road $2\frac{3}{4}$ miles in length was opened up for a winter road from Lot 17, Con. 2, to Lot 17, Con. 1, by clearing, stumping and grubbing $2\frac{3}{4}$ miles, grading 2 miles, ditching 160 rods, corduroying 54 rods and building 4 wooden culverts.

Chapman, Distress Road, Concessions 8 and 9.—One and one-half miles of new road were opened up by clearing 1 mile, grading $1\frac{1}{2}$ miles, gravelling 100 rods, ditching 1 mile and putting in 2 wooden culverts.

Chapman, 10th Sideroad, Concession 10.—A new road 220 rods in length was stumped, grubbed, graded and ditched and 2 wooden culverts put in.

Draper River Road.—Six miles of old road were improved by brushing out 1 mile 180 rods, blasting out 20 pine stumps, removing boulders; grading and surfacing with earth 5 miles 200 rods and building 6 wooden culverts.

Foley Township Roads.—A new road 3 miles in length, commencing at Lot 1, Con. 14, and running north-west from the townline, was graded and 3 wooden culverts built.

Great North Road, between Golden Valley and Commanda.—This road is repaired for a distance of 5 miles by grading 2 miles, ditching 2 miles, and putting in 3 wooden culverts.

Humphrey, Nipissing Road, Lots 3 to 11.—A new road $1\frac{1}{2}$ miles in length was graded and ditched from Lots 3 to 11.

Joly, Cons. 12 and 13, Lots 10, 11 and 12.—A new road 240 rods in length was under-brushed, graded 240 rods, gravelled 160 rods and had 2 wooden culverts built on it.

Lake Joseph Road, Port Carling, between Lots 25 and 26.—Two miles of old road were improved by brushing out the sides 200 rods, grading 300 rods, hauling 120 loads of gravel and spreading it one load deep on 100 rods, building 3 wooden culverts and blasting out stumps and boulders.

Lorimer Lake Road, to U.N.R. Siding, Zebra.—One and one-quarter miles of new road were cleared, stumped, grubbed and graded and 4 rods of corduroy laid. This road is in Ferguson Township.

Lount and Machar, Concessions 12 and 13.—Two hundred and forty rods of new road were under-brushed, stumped, graded and ditched and 2 wooden culverts built.

Matchedash Bush Road, Deviation, Concession 4.—This deviation 187 rods in length was made to avoid two very bad rock ridges and to make a level road. One hundred and fifty rods were cleared, stumped and grubbed, 30 rods graded, 187 rods surfaced with gravel, 1 mile 60 rods of ditching, 100 yds. of a stone fill and 5 wooden culverts built.

Matchedash Townline, Concessions 5 and 6.—This was a new road through rock and bog lands, and was put in shape for a winter road by grading and crowning with earth 27 rods, clearing, stumping and grubbing 240 rods, corduroying 12 rods, making an earth and stone fill of 65 yds., and building 3 wooden culverts.

Medonte, Con. 9, Lot 10.—A steep hill was cut down 20 rods in length, 10 rods being graded, 20 rods gravelled, and a cement culvert, which was put in the previous year, was covered, the fill being 237 yds. of earth and stone.

Medonte, Con. 12, Lots 21, 22 and 23.—This road was improved by surfacing with gravel 114 rods.

Mills, Con. 12, Lots 16 to 2.—One mile of new road was cleared, stumped and grubbed, 160 rods graded, 36 rods corduroyed, 1 mile ditched, and 3 wooden culverts built.

Mills, Con. 10, Lot 1 to the 25th Sideroad.—Two miles of new road were cleared and ditched, 3 miles graded and 3 wooden culverts put in.

Monteith, Lot 22A to Lot 5A, Nipissing Road.—Two miles of new road were graded, one mile ditched and 2 wooden culverts built. This road was repaired in different places for a distance of 6 miles.

Mortimer Point and Port Carling Deviation, Lots 30 and 31, Con. F.—One hundred and sixty rods of new road through bush were constructed to avoid heavy hills being cut out 45 ft. wide, stumped 20 ft., graded and crowned with earth 12 ft. wide, ditched 160 rods, and had 2 wooden culverts built on it.

Muskoka Road, between Cricket's Hill and Utterson.—Three and three-quarter miles of old road were improved by sidebrushing 80 rods, grading 3 miles 40 rods, crowning $2\frac{1}{2}$ miles with 65 loads of gravel, 40 loads of earth and 21 loads of broken stone and also putting in 4 wooden culverts.

McDougall Road Deviation, Lots 10 and 11, Con. 2 to 3, McDougall.—Fifty-five rods of new road were cleared, stumped and graded and 1 stone culvert built.

McDougall, Snowden Road, Lots 1 to 9.—Two miles of new road were graded and ditched and a wooden culvert built.

Nipissing Township, Simpson's Hill, 14th Con.—One mile of new road was graded and ditched and a wooden culvert put in.

Nipissing, Cons. 4 to 6, 10th Sideroad.—A new road 240 rods in length was graded 16 ft. wide and 160 rods of it ditched and crowned with gravel.

Nipissing, 5th Sideroad, Bellow Hill.—A new road 160 rods in length was graded, crowned with gravel and ditched on one side.

Orillia, 15th and 16th Sideline, Cons. 6 and 7.—Twenty rods of old road through a flat were built up high in order to get above the spring freshet by putting on 1,005 yds. of earth and stone. Two wooden culverts were also placed on this road.

Parry Sound Deviation, Skeleton Hills.—A deviation 80 rods in length on Lot 25, Con. 14, Watt, was made by blasting out 200 cu. yds. of rock, clearing, stumping and grubbing 80 rods, grading 40 rods, and spreading broken stone on 40 rods.

Patterson, Con. 2, Lots 5 to 12.—A new road 50 ft. wide was cleared $1\frac{1}{2}$ miles, graded 160 rods and corduroyed 36 rods. Two wooden culverts were constructed.

Patterson, Restoule Lake, North.—A new road 240 rods in length was under-brushed, graded and ditched, and 2 wooden culverts built on Lots 26, 27 and 28, Con. 3.

Perry, 25th Sideroad.—One hundred and sixty rods of new road were under-brushed, stumped, graded and ditched and 100 rods corduroyed on Cons. 4 and 5.

Salines Station Road, between Loring and Salines.—Three miles of new road were under-brushed, 2 miles ditched, 1 mile graded, 1 mile gravelled and 3 wooden culverts built.

Sand Lake Road, Proudfoot Township.—This road, 1 mile west from Lot 11 on the townline between Proudfoot and Bethune, and thence south-east, 1 mile was graded, 1 mile crowned with gravel and ditched, and 1 tile culvert put in.

Seguin and Orrville Road, Lots 26 to 34, Monteith.—Three miles of new road were opened up by clearing 2 miles, grading 2 miles, ditching 2 miles, graveling 240 rods, and building 3 wooden culverts.

South Himsworth, Cons. 2 and 3, East from Lot 12.—A new road 210 rods in length was graded 16 ft. wide.

South Himsworth, Con. 10, 5th Sideroad to Chisholm Boundary.—One and one-half miles of new road were graded and ditched and 2 wooden culverts built.

Strong, 10th Sideroad.—A new road 240 rods in length was cleared, stumped and graded, 160 rods ditched, and 2 wooden culverts put in.

Tay, 10th and 11th Sideroad, Con. 5.—Forty rods of old road were improved by making a cut of 800 cu. yds. and a fill of 600 cu. yds. on a very bad hill.

Tay, Con. 5, Lot 16.—One hundred rods of old road were improved by grading 75 rods, making an earth cut of 432 cu. yds. and an earth fill of 530 yds., and putting in 2 concrete tile culverts.

Tay, between Lots 5 and 6, Con. 10.—Three hundred rods of new road were cleared, stumped and grubbed. The brush was piled in the centre of the roadway and covered with sand and gravel, making a fairly good waggon track.

Williamsport Government Road, Chaffey.—Two miles of old road between Lot 30, Con. 6, and Lot 26, Con. 7, were improved by cutting down a hill, side-brushing 160 rods, grading $1\frac{1}{4}$ miles, spreading 200 loads of gravel one load deep, and building 2 wooden culverts.

Whitestone Valley Road, Con. 3, Lots 27 to 34, McKenzie.—Two miles of new road were graded and ditched and 3 wooden culverts built.

REPAIRS AND MAINTENANCE.

Baysville Road Deviation, McLean Township.—A new road 240 rods in length was opened up by clearing, stumping, grading and surfacing with earth 170 rods, ditching 270 rods, building 3 wooden and 1 stone culverts and making a rock fill of 107 cu. yds.

Baysville Road Deviation, Macaulay Township.—A new road 1 mile in length was constructed by clearing 230 rods 60 ft. wide through a bush, stumping, grub-

bing and grading it, blasting out rock, surfacing with earth and stone 207 rods, making a rock fill of 350 cu. yds., putting in 5 wooden culverts and building 4 timber bridges, two having a span of 18 ft. and two a span of 9 ft.

Black River to Mordcolphoton.—A new road 34 rods in length was constructed on Lot 12, Con. 3, Matchedash, to the C.P.R. Station by clearing 34 rods, stumping and grubbing 32 rods, grading 22 rods, gravelling 14 rods, and making an earth fill of 130 cu. yds.

McDougall Road Deviation, Lot 21, McDougall.—A new road was cleared 58 rods, stumped and grubbed 55 rods, graded 55 rods, and 1 stone culvert built. This deviation is not yet completed.

Medonte Sideroad 10 and 11, Con. 12.—Two hundred and forty rods of old road were improved by gravelling 140 rods, ditching 60 rods, making an earth cut of 100 yds. and an earth fill of 100 yds., the fill being protected on each side with 6 rods of gravel.

WEST DIVISION BY-LAWS.

Albemarle By-law No. 533.—Road No. 1 was improved by surfacing 125 rods of old road with gravel. Road No. 2 was improved 150 rods by grading 50 rods and gravelling 100 rods. Road No. 3 was improved a distance of 150 rods by grading 57 rods, gravelling 100 rods and putting in 2 wooden culverts. Road No. 4 was improved a distance of 280 rods by grading 150 rods, gravelling 132 rods, and building 2 wooden culverts. Road No. 5 was improved a distance of 170 rods by grading 50 rods and gravelling 120 rods. Road No. 6 was improved a distance of 235 rods by grading 100 rods and gravelling 135 rods. Road No. 7 was improved a distance of 200 rods by grading 150 rods and gravelling 75 rods. Road No. 8 was surfaced with gravel 175 rods. Road No. 9 was improved a distance of 180 rods by grading 75 rods and gravelling 105 rods. Road No. 10 was improved a distance of 125 rods by grading 75 rods and gravelling 50 rods. Road No. 11 was improved a distance of 130 rods by grading 70 rods and gravelling 60 rods. Road No. 12, was improved a distance of 240 rods by grading 150 rods and gravelling 90 rods.

Amabel By-law No. 161.—Road No. 1, on the line between Cons. A. and B., from Lots 15 to 27, 70 rods of old road were graded and 32 rods surfaced with gravel. Road No. 2, between Lots 10 and 11, across Cons. 4 and 5, 20 rods of old road were graded, and an earth cut and fill of 500 cu. yds. made. Road No. 3, running in a westerly direction from the County line to the 5th sideroad, 45 rods of old road were graded and gravelled. Road No. 4, on the Boundary between the Townships of Amabel and Keppel, from Con. 6 to Hepworth, 90 rods of old road were surfaced with gravel. Road No. 5, on the County line from 1 N.C.D., 60 rods of old road were graded and gravelled and a stone fill of 10 yds. made. Road No. 6, on the 5th sideroad across Con. 2, 35 rods of old road were graded and gravelled and 20 rods ditched. Road No. 7, on D. from gravel pit to Con. 8, 60 rods of old road were improved by grading and gravelling 55 rods, making a stone fill of 103 yds. and building 1 wooden culvert. Road No. 9, on the 10th Con., from Hepworth, 150 rods of old road were improved by grading 50 rods and gravelling 118 rods. Road No 11, on the 15th sideroad from Con. 12 to 2 N.C.D., 1 mile 30 rods of old road was surfaced with gravel. Road No. 12, on 2 N.C.D., west, to Con. 17, 100 rods of old road were improved by grading 70 rods and gravelling 100 rods. Road No. 13, on the 5th sideroad from Cons. 17 to 24, 140 rods of old

road were improved by grading 140 rods and gravelling 40 rods. Road No. 14, on the 19th Con., from the County line west to 10 S.R., 45 rods of old road were gravelled. Road No. 15, on the County line north of Warton, 40 rods of old road were graded and gravelled. Road No. 16, on the Oliphant Road, 200 rods of old road were graded and 100 rods gravelled.

Cardwell By-law No. 165.—Road No. 1, on Con. 1, from Lots 26 to 28 inclusive, 246 rods of new road were cleared, stumped, grubbed, graded and surfaced with gravel and ditched, an earth fill of 200 yds. made, 5 wooden culverts put in, and 1 12-ft. timber bridge constructed.

Chapman By-law No. 5.—Road No. 1, from Lot 83, Cons. A. and B., north to the Boundary of Chapman and Lount, 160 rods of new road were surfaced with gravel. Road No. 2, from Lot 26, Cons. 8 and 9, east to the Boundary of Chapman and Strong, 2 miles of old road were surfaced with gravel. Road No. 3, from Lot 97, Con. A, east to the Boundary of Chapman and Ryerson, 2 miles of old road were crowned with gravel.

Eastnor By-law No. 994.—Road No. 1, between Cons. 2 E. and 3 E., across Lots 3 to 17, 240 rods of old road were improved by surfacing with gravel and clay 160 rods, and cleaning and deepening 240 rods of ditches. Road No. 2, between Cons. 5 E. and 6 E., Lots 15 and 16, 90 rods of old road were surfaced with gravel. Road No. 3, between Lots 20 and 21, across Cons. 1 E. to 3 E., 90 rods of old road were surfaced with gravel. Road No. 4, between Con. 2 W. and 3 W., from Lot 27 to the Boundary line, 146 rods of old road were improved by grading 40 rods and gravelling 146 rods. Road No. 4A., between Cons. 3 W. and 2 W., from Lots 1 to 4, 85 rods of old road were improved by side-brushing 35 rods and gravelling 85 rods. Road No. 5, between Cons. 8 E. and 9 E., across Lots 1 to 5, 100 rods of old road were surfaced with gravel. Road No. 6, between Cons. 5 E. and 6 E., across Lots 15 to 20, 150 rods of old road were improved by grading 100 rods and gravelling 150 rods. Road No. 7, between Cons. 2 E. and 3 E., across Lots 25 and 35, 180 rods of old road were improved by grading 90 rods, surfacing with gravel 90 rods. Road No. 9, across Con. 2 E. and 4 E., between Lots 25 and 26, 80 rods of old road were surfaced with gravel. Road No. 10, between Lots 25 and 26, across Con. 1 W., 55 rods of old road were surfaced with gravel.

Hepworth By-law No. 16.—Road No. 3, running in a northerly direction through Lot 32 across Con. 2 N. C. D., 175 rods of old road were graded and surfaced with gravel.

Joly By-law No. 148.—Road No. 1, on the line between Cons. 2 and 3, starting at Lot 1, 128 rods of new road were graded and 1 timber bridge repaired.

Keppel By-law No. 11.—Road No. 1, on the line between Cons. 3 and 4, Lots 7 to 10, 160 rods of old road were improved by making a stone fill of 540 yds. Road No. 2, across Cons. 7, 8 and 9, north-westerly through Lots 28 to 31, inclusive, 103 rods of old road were graded and 100 rods of it crowned with broken stone. Road No. 3, running south-east through Lots 14 to 20 across Con. 17, 75 rods of old road were crowned with gravel. Road No. 4, on the Boundary between Keppel and Amabel from Con. 21 south to Con. 14, 2½ miles of old road were improved by side-brushing, stumping and grubbing 1 mile, grading and crowning with broken stone 1¼ miles. Road No. 5, across Con. 2 S.C.D. from Lots 1 to 14, 1 mile of old road was improved by grading 180 rods and surfacing with broken stone 180 rods. Road No. 6, across Con. 2 S.C.D. across Lots 23 to 30, 270 rods of old road were improved by grading 135 rods and crowning 135 rods with broken stone. Road No. 7, across Cons. S.C.D. and

2 S.C.D. between Lots 20 and 21, 200 rods of old road were crowned with broken stone. Road No. 8, on the line between Cons. 11 and 12, across Lots 23, 24 and 25, 38 rods of old road were crowned with broken stone. Road No. 9, on the line between Cons. 13 and 14 across Lots 20 to 25, inclusive, 280 rods of old road were graded. Road No. 10, between Lots 25 and 26 across Cons. 14 and 15, 115 rods of old road were graded and crowned with broken stone. Road No. 11, on the line between Cons. 19 and 20 from Lots 15 to 26, 200 rods of old road were improved by grading 135 rods and crowning 115 rods with broken stone. Road No. 12, on the line between Cons. 21 and 22 from Lots 5 to 20, 110 rods of old road were crowned with broken stone. Road No. 13, on the line between Cons. 23 and 24 from Lots 20 to 26, 135 rods of old road were improved by grading 135 rods and crowning 60 rods with broken stone. Road No. 14, between Lots 25 and 26 across Cons. 17 and 18, 170 rods of old road were improved by grading 80 rods and crowning 90 rods with broken stone. Road No. 15, on the line between Cons. 19 and 20, 38 rods of old road were graded and crowned with broken stone. Road No. 16, on the line between Cons. 19 and 20 across Lots 31 to 35 inclusive, 300 rods of old road were improved by grading 145 rods and crowning 125 rods with broken stone. Road No. 17, between Lots 40 and 41 across Cons. 18 to 22, 1 mile of old road was improved by grading 200 rods and crowning 175 rods with broken stone. Road No. 18, across Lots 13 to 44 in the Georgian Range, 70 rods of old road were crowned with broken stone. Road No. 19, between Lots 25 and 26 across Cons. 24 and 25, 75 rods of old road were crowned with broken stone. Road No. 20, between Cons. 23 and 24 across Lots 27 and 28, 70 rods of old road were graded and crowned with broken stone. Road No. 21, on the Boundary between Keppel and Amabel, commencing at Con. 7, and running to Con. 10, 70 rods of old road were improved by grading 50 rods and crowning 70 rods with broken stone.

Lindsay By-law No. 224.—Road No. 1, on the line between Cons. 4 and 5, E. B. R. from Lots 1 to 15, 305 rods of old road were stumped and grubbed and 144 rods crowned with gravel. Road No. 2, between Cons. 4 and 5, from Lots 15 to 35, 3 miles of old road were improved by grading 73 rods, gravelling 99 rods, making a rock cut of 50 yds. and building 4 wooden culverts. Road No. 3, between Cons. 2 and 3 W. from Lots 1 to 15, 2 miles of old road were improved by grading 22 rods and gravelling 60 rods. Road No. 4, on Cons. 2 and 3 W. B. R. from Lot 15 north-east to Lot 30 and Con. 1 E. B. R. from Lots 30 to 35, 3 miles of old road were worked over, 85 rods being graded and 92 rods surfaced with gravel. Road No. 5, on the 30th sideroad from Con. W. B. R. to Con. 1, E.B.R., 1 mile of old road was improved by gravelling 55 rods. Road No. 6, on the 25th sideroad from Con. 1 E.B.R. to the Georgian Bay, 3 miles of old road were worked over, 80 rods being gravelled. Road No. 7, running through Lots 36 to 40, Con. 3, E.B.R. $1\frac{1}{2}$ miles of old road were improved, 140 rods being gravelled. Road No. 8, on the 5th sideroad from the line between Cons. 2 and 3 W.B.R. to the line between Cons. 4 and 5 E.B.R., 110 rods of old road were improved by side-brushing 40 rods, grading 90 rods and gravelling 110 rods. Road No. 9, across Lots 1 to 10, Con. 1, E.B.R. $2\frac{1}{2}$ miles of old road were worked over, 15 rods being graded and 85 rods gravelled. Road No. 10, across Lots 1 to 5 between Cons. 2 and 3 E.B.R., $1\frac{1}{2}$ miles of old road were improved, 40 rods being graded and 60 rods crowned with gravel.

Machar By-law No. 497.—Road No. 1, between Cons. 4 and 5 from Lot 12 west to Lot 25, $1\frac{1}{2}$ miles of old road were improved, $1\frac{1}{2}$ miles being graded

and ditched and 160 rods crowned with gravel. Road No. 2, between Lots 5 and 6 across Cons. 5 and 6, 1 mile of old road was graded and ditched and 160 rods crowned with gravel. Road No. 3, between Cons. 8 and 9 across Lots 15 to 30, $1\frac{1}{2}$ miles of old road were improved, $1\frac{1}{2}$ miles being graded and ditched and 80 rods surfaced with gravel. Road No. 5, from Lot 5, Con. 4, westward to Lot 12, Con. 5, 240 rods of new road were graded and ditched.

Matchedash By-law No. 172.—Road No. 1, on the line between Cons. 6 and 7, 74 rods of old road were improved by grading 20 rods, stumping and grubbing 20 rods, gravelling 32 rods and building a stone culvert. Road No. 2, on Con. 2, across Lots 7 to 10, 60 rods of new road were cleared, stumped and grubbed, and 60 rods of old road were improved by surfacing 10 rods with earth, 50 rods with broken stone and building 1 wooden culvert. Road No. 5, on the 3rd Con. from Lot 4 northerly, 120 rods of old road were improved by stumping 50 rods, grading 105 rods, surfacing with sand 40 rods, and crowning 80 rods with gravel. Road No. 6, on the 3rd and 4th sideroad, 15 rods of old road were graded, an earth fill of 20 yds. made and 1 cedar culvert built.

Medonte By-law No. 532.—Road No. 1, on the Tay and Medonte Boundary, Cons. 8, 9 and 10, 40 rods of old road were improved by making an earth cut of 304 yds. and a fill of 400 yds., also constructing 4 rods of ditch. Road No. 2, on the Boundary between Oro and Medonte, Cons. 4 and 7, 2 miles of old road were graded and 40 rods crowned with earth and 40 rods surfaced with gravel. Road No. 3, on Con. 6, Lots 16 to 20, $3\frac{1}{2}$ miles of old road were graded, 165 rods surfaced with gravel and 2 metal culverts placed. Road No. 4, on Con. 4 from Lots 13 to 15, 225 rods of old road were graded, 50 rods crowned with earth and 70 rods with gravel. Road No. 5, on Con. 12, Lot 20, $1\frac{1}{4}$ miles of old road were graded, 1 metal culvert placed and an earth cut and fill of 530 yds. made. Road No. 6, on Con. 11, Lots 13 and 14, 20 rods of old road were improved by making an earth cut of 859 yds. and a fill of 850 yds. Road No. 7, on Con. 2, Lots 8, 9 and 10, 20 rods of old road were improved by grading 10 rods, making an earth cut of 825 yds., and an earth fill of 800 yds. Road No. 8, between Lots 10 and 11, Cons. 2 to 5, 200 rods of old road were improved by stumping 100 rods, grading 130 rods, gravelling 90 rods, and constructing 2 cement culverts. Road No. 9, on Con. 3 at Lot 7, 40 rods of old road were improved by making an earth cut of 600 yds., and earth fill of 600 yds., and a stone fill of 20 yds. Road No. 10, on Con. 5, Lots 5 and 6, 15 rods of old road were improved by making an earth cut and fill of 100 yds. each, putting in 1 metal culvert, ditching 10 rods and grading 15 rods. Road No. 11, on Con. 6, Lots 5 and 6, 140 rods of old road were improved by making an earth cut and fill of 110 yds. each, grading 140 rods and surfacing 70 rods with gravel.

Medora and Wood By-law No. 287.—Road No. 1, on the Peninsula Road 4 miles of old road were improved by side-brushing 3 miles, 40 rods stumping and grubbing 200 rods, grading 1 mile 280 rods, surfacing with gravel 200 rods, blasting out $7\frac{1}{2}$ yds. of rock, making an earth fill of 100 yds., building 2 stone culverts and putting in 2 iron culverts. Road No. 2, from Lot 18, Con. 3, north to the Townline of Medora and Freeman, $4\frac{1}{2}$ miles of old road were improved by underbrushing 1 mile 280 rods, and stumping 40 rods, grading $3\frac{3}{4}$ miles, gravelling 300 rods, blasting out 50 yds. of rock and putting in 4 wooden culverts. Road No. 3, running west from Port Carling Townline to Lot 18, Con. 3, thence south to the Townline between the Town of Bala and Medora Township, 6 miles of old road were improved by underbrushing $2\frac{1}{2}$ miles, removing 40 pine stumps,

grading 4 miles, 120 rods, surfacing with earth and gravel $1\frac{1}{2}$ miles, making an earth fill of 50 yds. and building 10 wooden culverts. Road No. 4, from the Boundary of the Town of Bala south to the line between the Townships of Wood and Muskoka, 5 miles of old road were improved by underbrushing 200 rods, stumping 60 rods, grading 2 miles 60 rods, spreading 112 loads of gravel and 100 loads of earth on 300 rods, blasting 29 cu. yds. of rock and building 14 wooden culverts.

Monck By-law No. 418.—Road No. 1, on the Lake Shore Road from Lot 1, Con. 2, to Lot 33, Con. 13, 16 miles of old road were improved by underbrushing $1\frac{1}{4}$ miles, grading 9 miles 120 rods, gravelling 3 miles 40 rods, blasting 40 yds. of rock and building 10 wooden culverts. Road No. 2, from Lot 26, Con. 9 to Lot 16, Con. 11, 3 miles of old road were repaired by grading 2 miles 260 rods, surfacing with earth 1 mile 180 rods, blasting 10 yds. of rock and building 3 wooden culverts. Road No. 3, from Watt Townline, Lot 25, Con. 13, by way of Bardsville to Falkenburg, 6 miles of old road were improved by underbrushing 200 rods, grading 3 miles 40 rods, surfacing with earth and gravel 3 miles, 40 rods, and putting in 7 wooden culverts. Road No. 4, on the Boundary of Monck and Macaulay from Falkenburg to Bracebridge, 4 miles of old road were graded and surfaced with earth and 4 wooden culverts put in. Road No. 6, from Lot 8, Con. 8, to Lot 10, Con. 8, 160 rods of old road were underbrushed, graded and surfaced with earth.

Mulmur By-law No. "A" (Re-vote 1914).—Road No. 1, on Lot 8, Con. 2, 60 rods of old road were graded, 25 rods gravelled, 2 wooden culverts put in and an earth cut of 44 yds. made. Road No. 2, Con. 5, Lot 10, 50 rods of new road were graded and a right-of-way purchased for this deviation. Road No. 3, on Con. 1, Lot 3, 90 rods of new road were graded, 60 rods gravelled, 5 rods ditched and a right-of-way purchased. Road No. 4, on Con. 1, Lot 12, 50 rods of old road were graded and an earth cut and fill of 30 yds. made. Road No. 5, on the 20th sideroad across Con. 1, 30 rods of old road were graded and an earth fill and cut of 10 yds. made.

Muskoka By-law No. 273.—Road No. 1, on the Doe Lake Road from Lot 1, west to the Bracebridge Road, 3 miles of old road were improved by underbrushing 40 rods, grading $2\frac{1}{2}$ miles, spreading 109 loads of gravel and 124 loads of earth on $2\frac{1}{2}$ miles and putting in 4 wooden culverts. Road No. 2, on the River Road, from Lot 1 west to St. Elmo, 2 miles of old road were improved by grading 1 mile, 130 rods, spreading 133 loads of gravel and 5 loads of earth on 300 rods, and building 1 wooden culvert. Road No. 3, on the Reay Road from Lot 1 west to the Doe Lake Road, 3 miles of old road were improved by underbrushing 20 rods, stumping $11\frac{1}{2}$ miles, grading $11\frac{1}{2}$ miles, gravelling 30 rods, making an earth fill of 90 yds., and building 1 stone and 5 wooden culverts. Road No. 4, on the Musquash and Long Point Roads from Gravenhurst north-west and north to the Townline of Wood, 5 miles of old road were improved by grading 2 miles, underbrushing 25 rods, stumping 60 rods, surfacing 2 miles with clay, putting in 14 wooden culverts and repairing a wooden bridge. Road No. 5, on the Muldrew Lake Road from Bracebridge west to the Townline of Wood, 2 miles of old road were improved by underbrushing 40 rods, stumping 100 rods, grading 1 mile, spreading 20 rods of broken stone and 5 loads of gravel on 30 rods, blasting 5 yds. of rock and building 6 wooden culverts. Road No. 6, on the Bracebridge Road, from the Muskoka River south along road Division No. 8, 3 miles of old road were graded and surfaced with gravel. Road No. 7, on the Lake Shore Road

from Thomas Steven's corner, along Road Divisions 6 and 5 to Gravenhurst, 3 miles of old road were improved by removing 13 pine stumps, grading 1 mile, spreading 164 loads of gravel, building 2 stone and 2 wooden culverts and 1 timber bridge, and repairing a timber bridge.

Orillia By-law No. 917.—Road No. 1, on Con. 2, from Lot 9 to 20, 170 rods of old road were improved by grading 157 rods, making a stone fill of 86 yds., and gravelling 170 rods. Road No. 3, on the Barrie Road from Cons. 2 to 4, 170 rods of old road were improved by grading 166 rods and gravelling 170 rods. Road No. 6, on Con. 3 from Lots 1 to 5 inclusive, 260 rods of old road were repaired by grading 260 rods and gravelling 90 rods. Road No. 7, on Con. 7, from Division Line south to Lake Couchiching, 226 rods of old road were improved by grading 112 rods, gravelling 121 rods and putting in 2 tile culverts. Road No. 9, between Lots 5 and 6 across Cons. 1, 2 and 3 North Orillia, 24 rods of old road were improved by making an earth fill of 640 yds. Road No. 11, on Con. 2, from Lot 1 north to Lot 10, 30 rods of old road were improved by making an earth cut and fill of 940 yds. Road No. 13, between Lots 15 and 16 across Cons. 1 to 5, 105 rods of old road were improved by stumping 60 rods, grading 125 rods, gravelling 70 rods, making an earth cut of 44 yds., a fill of 50 yds., and putting in 1 concrete tile culvert. Road No. 14, on Con. 2, from Lots 10 to 23, $1\frac{1}{2}$ miles of old road were improved by stumping 200 rods, grading 1 mile 170 rods, surfacing with earth 90 rods, making an earth cut of 500 yds., a fill of 500 yds., and building 1 stone and 1 wooden culvert. Road No. 16, on Con. 6, from Lot 1 north to Lot 24, 180 rods of old road were graded and gravelled and 20 rods ditched. Road No. 17, between Lots 15 and 16 from the centre of Con. 5 to Con. 7, 60 rods of old road were graded and 250 rods crowned with broken stone. Road No. 20, on Con. 9, from Lot 1 to 24, 135 rods of old road were graded and gravelled, a stone fill of 100 cu. yds. made and 1 wooden culvert built. Road No. 21, between Lots 10 and 11 from Cons. 5 to 9, 140 rods of old road were improved by grading 130 rods, making a stone fill of 40 yds., putting in 1 concrete tile culvert and gravelling 140 rods. Road No. 24, on Con. 12, from Lot 7 north to Lot 23, 150 rods of old road were graded and surfaced with earth, an earth cut and fill of 200 yds. made, 1 metal and 1 wooden culvert put in. Road No. 25, on the Stanton Road, $1\frac{1}{2}$ miles of old road were improved by grading $1\frac{1}{2}$ miles, surfacing with earth 150 rods, making a cut and fill of 100 yds., and putting in 1 metal and 1 wooden culvert.

St. Edmunds By-law No. 166.—Road No. 1 on the 45th sideroad from the Bury Road to Con. 2 E.B.R., 100 rods of old road were improved by grading 40 rods, gravelling 40 rods and ditching 100 rods. Road No. 2, on the 45th sideroad W.B.R., 80 rods of old road were improved by grading and gravelling 40 rods, ditching 50 rods and building 1 wooden culvert. Road No. 3, on Con. 3, from Lot 42 to 50, 1 mile of old road was improved by underbrushing 30 rods, stumping 30 rods, grading 80 rods, gravelling 83 rods, and building 2 wooden culverts. Road No. 4, on the 50th sideroad W.B.R., from the Bury Road to the 3rd Con. 50 rods of old road were improved by grading 40 rods and gravelling 14 rods. Road No. 5, on the travelled road around the harbour from Earl to Front Streets, 76 rods of old road were gravelled and a stone fill of 10 yds. made.

Stisted By-law No. 206.—Road No. 1, commencing at a point on Lake Vernon Road Lot 25, Con. 4, at the end of the gravel and continuing north

to Ashworth, Lot 19, Con. 8, where the road intersects, 4 miles of old road were improved by under-brushing 200 rods, grading 3 miles 40 rods, gravelling 3 miles 40 rods, blasting 5 yds. of rock and building 3 wooden culverts. Road No. 2, commencing at the north end of Lot 18, Con. 2, and following the deviation along the Townline of Stisted and Stephenson to Lot 21, Con. 1, 1 mile of old road was graded and gravelled and 2 wooden culverts built.

Tay By-law No. 620.—Road No. 8, on the line between Cons. 7 and 8 from were improved by underbrushing 200 rods, grading 3 miles 40 rods, gravelling 130 rods, making an earth cut and fill of 125 yds., and building 1 wooden culvert. Road No. 9, on the line between Cons. 6 and 7 from Lot 1 to 13, 245 rods of old road were improved by grading 80 rods and gravelling 245 rods. Road No. 14, on the line between Cons. 1 and 2, across Lots 98, 99 and 100, 122 rods of old road were improved by stumping 50 rods, grading 100 rods, gravelling 27 rods and putting in 1 concrete culvert. Road No. 18, on the line between Cons. 1 and 2 across Lots 114 and 115, 1 mile 90 rods of old road were improved by making a stone fill of 40 yds., grading 1 mile 90 rods and surfacing with gravel 27 rods. Road No. 21, between Lots 11 and 12, across Cons. 11 to 14, 120 rods of old road were gravelled and 10 rods ditched. Road No. 22, between Cons. 13 and 14 across Lots 1 to 8 and across Cons. 11 to 14, between Lots 5 and 6, 104 rods of old road were gravelled and an earth fill of 350 yds. made. Road No. 24, on the Boundary Tay and Medonte from Cons. 1 to 5, 90 rods of old road were graded and 60 rods crowned with gravel. Road No. 25, on the Boundary of Tay and Matchedash from Lot 1 north to Lot 15, 1 mile of old road was graded and 25 rods surfaced with earth. Road No. 28, between Lots 90 and 91 across Cons. 1 to 6, 214 rods of old road were graded and 95 rods gravelled. Road No. 31, on the line between Cons. 4 and 5 from Lots 1 to 13, 150 rods of old road were improved by grading 150 rods, gravelling 20 rods, ditching 10 rods, and making an earth cut and fill of 75 yds.

Tiny By-law No. 538.—Road No. 2, across Cons. 1 and 2, between Lots 100 and 101, 1 mile of old road was repaired by grading 250 rods and gravelling 220 rods. Road No. 3, running in a northerly direction through Lots 101 to 105, Con. 1, 270 rods of old road were improved by grading 200 rods and gravelling 70 rods. Road No. 5, between Cons. 2 and 3 across Lots 17 to 20, 1 mile 40 rods of new road were cleared, stumped, grubbed and ditched. Road No. 6, between Lots 13 and 14, across Cons. 11 and 12, 160 rods of old road were improved by making an earth cut and fill of 600 yds., and grading 60 rods. Road No. 7, opposite park Lots 6, 18, 19, 20 and 21, 70 rods of old road were improved by making an earth fill of 50 yds., side-brushing 50 rods and gravelling 70 rods.

Vespra By-law No. 570.—Road No. 1, between Cons. 1 and 2 from Lots 35 to 40 inclusive, 1 mile of old road was improved by making an earth cut and fill of 135 yds., stumping and grubbing 250 rods, grading 300 rods and surfacing 70 rods with earth. Road No. 2, between Cons. 3 and 4 from Lots 7 to 2, 120 rods of old road were improved by grading 70 rods, surfacing with earth 50 rods and ditching 40 rods. Road No. 3, running in a westerly direction through Lots 17 and 20, Con. 7, Lots 19 and 20, Con. 8, and Lot 20, Con. 9, 230 rods of old road were graded and surfaced with earth and gravel. Road No. 4, on the Townline of Vespra and Sunnidale, running in a northerly direction from the south Boundary to Lot 11, 200 rods of new road were cleared, stumped and grubbed and 100 rods ditched. Road No. 6, between Cons. 7 and 8 from Lot 1 to 7, 162 rods of old road were crowned with gravel and 10 rods ditched. Road No. 7,

between Cons. 8 and 9 across Lots 7 to 13, 200 rods of new road were stumped, grubbed and ditched, 125 rods surfaced with earth and an earth fill of 160 yds. made. Road No. 10, between Cons. 10 and 11, from Lot 19 to the south Boundary, 160 rods of old road were improved by making a sand cut and fill of 1,100 yds., grading 90 rods and surfacing 70 rods with earth.

EAST DIVISION.

Addington Road, Cloyne to Kaladar.—The road from the C. P. R., Kaladar, to Lot 16, Con. 4, was improved by grading 55 rods, gravelling 2 miles 168 rods and ditching 30 rods.

Admaston Township Roads.—The Ashdad and Shamrock Road from Lots 5 to 7 on Con. 12 was improved by covering the corduroy, side-draining, grading and gravelling 80 rods on Lynch's Hill. The Douglas and Mount St. Patrick Road, Lots 18 and 19, Con. 12, was improved by side-draining, removing stone, grading and surfacing with earth 160 rods and cutting down a hill. Opeongo Road, Lot 11, Con. 13 and Lot 12, Con. 14, was improved by side-draining, grading and surfacing with earth 120 rods. Admaston Road, Lots 12 and 13, Con. 10, was improved 80 rods, being graded and surfaced with gravel. Shamrock and Quilty Road, Lots 6 and 7, Con. 11, was improved a distance of 160 rods by removing stone, side-draining, grading, surfacing with earth and building 2 cedar culverts.

Airy Township Roads.—A new road 90 rods in length through rough land and large boulders was cleared and graded on Lot 9, Con. 6, and 4 wooden culverts built. The road from Lot 9, Con. 6, running east was improved a distance of 240 rods by being side-brushed 200 rods, graded 200 rods and putting in 7 wooden culverts. The road on Lots 7 and 8, Con. 6, through very rough, stony land was improved by underbrushing and grading 200 rods and building 4 wooden culverts. The sideroad along Lot 15, commencing at Con. 2 was improved a distance of 1½ miles by making general repairs, 28 rods being side-brushed and graded and 2 wooden culverts built.

Alice Township Roads.—The road on Lot 26, Con. 10, was improved by cutting down 2 gravel hills and putting a cedar railing on one of them also by grading and gravelling 20 rods. The road on Lot 12, Con. 10 was improved by grading and gravelling 20 rods, cutting down hills and widening a fill in a gully, also raising it and putting a wire fence along it.

Anson and Hinden Township Roads.—The Bobcaygeon Road from Con. 4, Anson, North, was repaired 4 miles by filling in the ruts with earth and cleaning out the side ditches.

Anstruther Road.—This road was improved by surfacing 150 rods with earth.

Arden Station Road, Kennebec.—The road commencing at Lot 14, Con. 8, was improved 120 rods by spreading 328 loads of stone, 228 of gravel and 7 carloads of railway cinders on it. Forty-seven rods were graded, 90 rods ditched, 1 cedar and 1 iron culvert placed.

Bagot and Blythfield Township Roads.—The Fraser Road commencing at Lot 26, Con. 1, and ending at Lot 20, Con. 2, was improved by cutting down a hill, grading 160 rods and surfacing with earth and gravel 160 rods. The Burnstown Road, Lot 17, Con. 1, was improved by grading 160 rods and surfacing it with earth and gravel where required and building 1 stone culvert. The Stone Lake Road, Lot 10, Con. 7, was improved by cutting down a stony hill, grading

and gravelling 40 rods and putting in some corduroy. The Ashdad Road, Lots 28 and 29, Con. 11, was improved 160 rods by grading and surfacing with earth 160 rods, building 1 cedar culvert, removing stone and side-draining. The Calabogie Road, Lots 25 and 26, Con. 12, was improved by grading 80 rods of clay road and spreading gravel on it.

Bangor, Wicklow and McClure Township Roads.—The boundary of Mont-eagle and Wicklow across Lot 1 was improved by grading and gravelling 40 rods, building 3 cedar culverts and blasting rock and boulders out of the ditches. A railing was placed on a large fill which was not completed last year. The road along Lot 20 across Con. 8, Bangor, was improved by grading 240 rods, building 3 cedar culverts and removing large stones and boulders. The Peterson Road leading to Maynooth at Lots 13 and 14, Con. 1, Wicklow, was improved a distance of 40 rods by underbrushing a large hill, removing stumps, grading and surfacing with earth 40 rods, cutting down a large sand hill and putting some new corduroy on a bridge.

Barrie, Harlowe and Arden Road.—The road at Lot 32, Con. 3, Barrie, was improved by filling in 68 rods with broken stone and spreading gravel on 173 rods.

Bastedo Township Roads.—A new road on Lot 9, Con. 1, was cleared, stumped and graded 240 rods.

Bedford Mills Road.—This road between Cons. 6 and 7, commencing at the line between Lots 9 and 10, North Crosby, was improved 240 rods by grading and surfacing with gravel 197 rods also by sloping the ditches to the bank.

Bedford, Burridge to Fermoy Village, Concession 9.—A new road 36 rods in length was graded and the following improvements made on the old road: Graded 83 rods, gravelled 143 rods, ditched 196 rods and 2 hills blasted down and the stone filled at the bottom.

Bedford, Parham and Westport Road.—One mile of old road between Lot 21, Con. 2 and Lot 18, Con. 3, Bedford, was improved by grading 178 rods, gravelling 287 rods, ditching 278 rods and putting in 2 tile culverts.

Bedford, Fermoy to Desert Lake.—One mile of old road across Lots 6 and 7 on Con. 6 was improved by grading 62 rods, gravelling 162 rods and making a stone fill of 37 cu. yds.

Bexley Township Roads.—The Base Line Road was improved by grading 80 rods, gravelling 70 rods and building 1 wooden culvert.

Bonfield Township Roads.—The road running west on Con. 10 from Lot 18 was improved 80 rods by side-brushing 50 rods, gravelling 20 rods and building 2 wooden culverts. The road running west on Con. 10 from Lot 2 was improved 75 rods by side-brushing 75 rods, gravelling 50 rods and putting in 3 wooden culverts. The road on Con. 10 from Lot 6, east, was improved 160 rods by side-brushing 140 rods and building 3 wooden culverts. The road on Con. 1 running west from Lot 25 was improved by constructing 55 rods of new road and putting in 2 wooden culverts. This road was cleared, stumped and graded. The road running north from Con. 10 between Lots 15 and 16 was opened up 120 rods by being cleared, stumped and graded 120 rods, ditched 40 rods and putting in 2 wooden culverts. The road on Con. 2 running east from Lot 33 was side-brushed and graded 40 rods. A ditch 200 rods in length was made on one side of the road to carry away the water. The road along the side of Lot 19 running north from Con. 5 was improved a distance of 160 rods by side-brushing 140 rods, grading 140 rods, gravelling 50 rods and building 2 wooden culverts.

Bromley Township Roads.—The Douglas and Fourth Chute Road on Con. 9,

Lots 10 and 11 was improved by cutting down a hill and drawing gravel on it. The distance graded and gravelled was 160 rods. The Douglas and Cobden Road on Con. 7, Lots 14 and 15 was graded and surfaced with gravel 160 rods.

Brougham Township Roads.—Kennelly Mountain Road on Con. 11 at Lot 3 was improved 80 rods by removing stone, side-draining and gravelling the Mount St. Patrick Hill. The Ferguson Lake Road on Con. 4 from Lots 9 to 11 was improved 160 rods by being graded 120 rods and surfaced with earth 120 rods.

Brudenell and Lyndoch Township Roads.—A new road on the Townline of Lyndoch at Lot 23 was opened up 40 rods in length by being cleared, stumped, graded and surfaced with earth. A small amount of corduroy was laid and covered with gravel. The Townline of Lyndoch on the same lot as above was stumped and grubbed 40 rods, graded and gravelled 80 rods by another Overseer. The road between Lots 15 and 16 across Con. 16 was improved 160 rods by grading 80 rods, removing stone, surfacing 160 rods with earth and hauling gravel on the same. The Whalen Swamp Road on Lots 291 and 292, North Bonnechere Range, was surfaced with gravel 160 rods. The Brudenell Townline from Lot 14 to 16 was improved by grading 160 rods and spreading earth on corduroy 160 rods.

Burleigh Road.—This road between Cons. 6 and 7 across Lots 12, 13 and 14, Burleigh, was improved by grading and crowning with broken stone 267 rods.

Calvin Township Roads.—The road between Lots 30 and 31, across Con. 2 was improved 240 rods by side-brushing 180 rods and building 1 wooden culvert. The road between Lots 25 and 26, across con. 3, was improved 240 rods by side-brushing 220 rods and building 2 wooden culverts. The Eau Claire Road, on the sideline to Connelly's Corner, was improved 1 mile by side-brushing 200 rods and building 2 wooden culverts. The road between Lots 10 and 11, on Con. 6, to Eau Claire, was improved 160 rods by side-brushing 120 rods, gravelling 100 rods and putting in 2 wooden culverts. The road from Leitch's Corner running east to Con. 2 was side-brushed 80 rods and crowned with gravel 20 rods. The road on Con. 2, east from Lot 5, was improved 160 rods by side-brushing 50 rods, grading 50 rods, lowering a hill 8 rods in length 8 ft. and gravelling 20 rods. The road on Con. 2, east from Lot 17, was improved 80 rods by side-brushing 50 rods and building 2 wooden culverts. The road on Con. 2, east from Lot 18, was improved 80 rods by side-brushing and grading 60 rods, gravelling 10 rods and building 2 wooden culverts.

Camden, between Cons. 8 and 9, Lots 34 to 37.—This road was surfaced with gravel and stone a depth of 7 inches to 11 inches a distance of 93 rods.

Carden Township Roads.—The road between Lots 9 and 10 was gravelled 65 rods on Con. 2. The road east from Con. 7 was crowned 60 rods with broken stone.

Cardiff Township Roads.—The Deer Lake Road from Con. 14 to Con. 19 was improved 2½ miles by repairing several low places, grading 100 rods, gravelling 20 rods and building 1 wooden culvert.

Carlow Township Roads.—The road across Lots 6 and 7, on Con. 14, was improved by removing a large quantity of stone and stumps over a distance of 160 rods, also by under brushing and grading 40 rods. The road on Con. 13, across Lot 14, was improved by side-brushing and grading 80 rods and building 1 cedar culvert. The road across Lot 17, on Con. 3, was improved 40 rods by brushing off the sides through a swamp, crowning the corduroy over with gravel and building a cedar culvert.

Cavendish Township Roads.—The road on Lots 16, 17, 18 and 19, Cons. 8, 9, 10 and 11, was crowned with earth 1 mile 15 rods.

Chandos Township Roads.—The Church Road on Con. 10, Lot 2, was crowned with earth 70 rods and 1 stone bridge 4 rods in length built. The Tanner Road, Lots 12, 13 and 14, Con. 10, was improved by brushing out each side of the road 20 ft. a distance of 1 mile and grading 46 rods. The Post Road, Lot 30, Con. 11, was improved by crowning 57 rods with earth, blasting out rock, fixing 2 bad hills and building a stone retaining wall 5 ft. high, 6 ft. wide, 12 rods long with cedar posts and railing along a side hill. The Scott Road, Lots 12, 16 and 17, Con. 13, was improved by crowning with earth 192 rods.

Charleston Lake Road.—This road was graded and crowned with broken stone and gravel 150 rods on Lots 17 and 18, Con. 8, rear of Yonge.

Chisholm Township Roads.—A new road 80 rods in length through low land was cleared, stumped and graded, 6 rods ditched and 1 wooden culvert built on the line between Lots 4 and 5, Con. 2. A new road 95 rods in length through gravel soil was cleared, stumped and graded, 10 rods gravelled and 3 wooden culverts built on the 5th sideroad, Con. 5. A new road 62 rods in length through low, swampy land was cleared, stumped and graded, 10 rods ditched and 2 wooden culverts built on the 20th sideroad, Con. 6. A new road 140 rods in length through light land on the 25th sideroad, Con. 12, was cleared, stumped and grubbed and 60 rods graded. A new road 40 rods in length of Lot 1, Con. 12, through large boulders and gravel soil was cleared, stumped and grubbed and 20 rods graded. A new road 200 rods in length through very rough and stony land, commencing at Lot 10 and running to the western boundary, was cleared, stumped and grubbed, 7 rods gravelled and 2 wooden culverts built. The road between Lots 8 and 9, Con. 17, was improved 80 rods by side-brushing and grading 40 rods, ditching 76 rods and putting in 1 wooden culvert. A new road 160 rods in length, through rough land and down the side of a big hill, was opened up on Lot 15, Cons. 16 and 17 by clearing, stumping and grubbing 120 rods.

Clarendon Station and Ardoch Road.—This road commencing at Lot 5, Con. 6, was improved by grading 30 rods, ditching, building 2 cedar culverts and surfacing with gravel 1 mile 112 rods.

Clayton Road.—This road was improved by grading and surfacing with gravel 160 rods on Lots 26 and 27, Con. 11, Darling.

Clyde Hill Road.—This road was improved 80 rods on Lot 23, Con. 4, Dalhousie by side-draining and blasting rock on Clyde Hill, grading and surfacing with earth and rock 80 rods and building 3 cedar culverts. The Township furnished the cedar for the culverts.

Cordova Mine Road.—This road was improved by grading 40 rods and surfacing with gravel 160 rods across Lot 20, Con. 1, and across Lot 16, Con. 3, Marmora Township.

Dalhousie, Con. 2, Lots 17 and 18.—This road was improved by grading and surfacing with gravel and stone 80 rods, cutting down a stony hill and side-draining the same, by raising a stone fill and putting side rails on it.

Dalton Township Roads.—The road on Con. 8, Lot 32, was improved by surfacing 50 rods with gravel, building a new abutment to a bridge, putting in a new stringer on it and filling the approaches with stone. The Monck Road from Uphill across Lot 2, Con. 2, was graded and gravelled 70 rods.

Darling and Lanark Boundary to Middleville.—This road was improved across Lots 26, 27 and 28, Con. 8, Darling, by grading and crowning with earth and gravel 1 mile.

Dungannon Township Roads.—The Hastings Road across Lots 29 and 30, Con. 13, was stumped 120 rods by removing boulders and stumps from the sides of the road, grading and gravelling 120 rods and building 1 stone culvert.

Dunnell Township Roads.—A new road 1 mile long was cleared and graded on the line between Lots 8 and 9, across Con. 5.

Elzerir Township Roads.—The road running lengthwise of Lots 10 and 11, in Con. 1, was graded and gravelled 120 rods, considerable rock was blasted out for drainage purposes and 3 cedar culverts were built.

Escott Road.—This road from Lot 2, Con. 4, to Lot 10, Con. 5, in Escott Township, was improved by making 50 ft. of a hill cut and a fill, and by crowning 87 rods with earth.

Faraday Township Roads.—A new road crossing Lot 8, in Con. 15, was opened up by clearing, stumping and grading 64 rods and building 3 cedar culverts. The road commencing at the east corner of Lot 29, Con. 3, lengthwise across the lot to the west corner of the lot, was improved by removing stones, stumps and brush 80 rods, grading 80 rods, opening up the ditches and putting in 2 new cedar culverts.

Ferris Township Roads.—The Corbell Road to North Bay, commencing at Lot 22 was improved 1 mile through large boulders and clay by side-brushing, grading and gravelling 60 rods, ditching 40 rods and building 2 wooden and 1 stone culverts. The road on the 15th sideline north from Con. 9 was improved 1 mile by grading 100 rods, gravelling 10 rods, building 3 wooden culverts and lowering a hill 10 rods in length 5 ft. The road from Astorville to Ouellette's Crossing on Con. 3, across Lots 20 to 23, was improved 160 rods by side-brushing 80 rods and putting in 2 wooden culverts. The road on the north side of the lake shore, commencing at Lot 17, was improved 160 rods through light land and rocky spots by side-brushing 80 rods and building 2 wooden culverts. A new road through gravel, soil and large boulders 64 rods in length was cleared and graded, and 2 wooden culverts built on Con. 3 commencing at the 25th sideline and running to the C.N.R. Station. The road south of Lake Nosbonsing commencing at Lot 17 Con. 2, and running east was improved by side-brushing and grading 80 rods, building 2 wooden culverts and making a small rock cut. The road between Lots 19 and 20, Con. 3, was improved 160 rods by side-brushing 60 rods, crowning with gravel 20 rods and building 1 wooden culvert. The road on the 10th sideline north from Con. 4 was improved 160 rods by removing boulders by using dynamite, grading 50 rods and building 1 wooden culvert.

Field Township Roads.—Between Lots 11 and 12, across Con. 2, 1 mile of new road was cleared, stumped and graded and 8 cedar culverts built.

Fifth Depot, Tamworth to Parham.—This road was improved 160 rods on Lot 12, Con. 15, Hinchinbrooke, by side-brushing 40 rods, ditching 40 rods, gravelling 40 rods, building 2 stone and 1 cedar culverts, and making a stone foundation 31 rods in length and covering it with gravel.

Fraser Township Roads.—The road from Lot 10, Con. 1, to Lot 11, Con. 2, was improved by grading and surfacing with gravel and stone 160 rods and building 2 cedar culverts. The road across Lot 26, Con. 1, was graded and surfaced with earth 80 rods.

Frontenac and Leeds Townline.—This road was improved on Lots 19 and 20, Pittsburg Township, by surfacing 206 rods with gravel.

Galway Township Roads.—The road between Cons. 15 and 16 was crowned with earth 190 rods across Lots 30 and 31. The Graney Road, across Lots 1 to 10,

between Cons. 10 and 11, was improved by surfacing 200 rods with earth and building 2 wooden culverts.

Glamorgan Township Roads.—The Buckhorn Road, between the steel bridge at Maxwell's and the 3rd Con., was improved 3 miles by filling in washouts on hills about 1 mile, brushing out along the road sides about 50 rods and grading 1 mile 280 rods.

Grattan Township Roads.—The road on Con. 14, across Lots 11 and 12, was improved by removing stones, grading and surfacing with earth 160 rods. The proving line between Cons. 18 and 20 was improved by grading and surfacing with earth 80 rods, building a new 14 ft. cedar bridge and filling the approaches to another bridge. The Perrault Settlement Road on Con. 20, Lots 21 and 22, was improved by grading and crowning with rock and gravel 80 rods. Considerable blasting was done on a rocky hill and the hill provided with drains. The McGrath Road on Con. 14, Lots 18 and 19, was improved by removing boulders, grading and surfacing with clay 160 rods. The D'Acre and Griffith Road on Con. 2, Lots 4 and 5, was improved by removing stones, side-draining, grading and gravelling 80 rods.

Griffith and Matawatchan Township Roads.—The Denbigh Road on Con. 4, Lots 16 and 17, Matawatchan, was improved by grading and surfacing with earth 80 rods and building 2 cedar culverts. The road was changed around a bad hill. The Highland Creek Road on Con. 5, Lot 13, Griffith, was improved by removing stones, grading and surfacing with earth 80 rods and building 1 cedar culvert. The Matawatchan and Miller Road on Con. 5, Lot 4, Matawatchan, was improved by building a new road around a hill, 20 rods being stumped, 80 rods graded and 80 rods surfaced with earth. The Griffith and D'Acre Road on Con. 4, Lots 29 and 30, Griffith, was improved by grading and surfacing with earth $1\frac{1}{4}$ miles and repairing 3 wooden culverts.

Hagarty, Richards and Burns Township Roads.—The Rockingham and Wilno Road on Con. 8, Lots 15 and 16, was improved by removing stone, side-brushing, grading and surfacing with earth 160 rods. The Killaloe and Brudenell Road on Con. 4, Lots 14, 15 and 16, Hagarty, was improved by removing stone, blasting rock, filling up swamp with stone and covering with gravel, grading and surfacing with earth 160 rods. Killaloe and Tremore Road, Con. 12, Lot 6, Hagarty, was improved by cutting down and side-draining a rocky hill, grading 40 rods and crowning with stone and gravel 40 rods. Proving Line, Lots 7 and 8, Cons. 7 and 8, Hagarty, was improved by grading 80 rods, filling in and covering a corduroy swamp road, fill 40 yds. and surfacing 80 rods with earth. Killaloe and Rockfort Road, Lots 4 and 5, Con. 1, Hagarty, was improved by removing stone, side-draining, grading and surfacing with earth 160 rods. Killaloe and Round Lake Road on Con. 4, Lots 12 and 13, Hagarty, was improved by removing stone, drawing gravel, grading and surfacing 160 rods. The Townline of Hagarty and Sherwood at Lot 34 was improved by putting in a cedar culvert, cutting down a hill, grading and surfacing with earth 40 rods.

Harvey Township Roads.—The Sandy Lake Road was gravelled 93 rods at Lot 8, Con. 12. The Bobcaygeon Road was graded and surfaced with gravel 53 rods at Lot 20, Con. 14.

Hungerford Township Roads.—The road between Cons. 3 and 4, across Lots 6, 7 and 8, was improved by grading 240 rods, gravelling 80 rods and putting in 4 wooden culverts.

Hungerford Township Roads.—The road from Bogart, across Lots 24 to 28 inclusive, on Con. 11, was improved by blasting out rock, brushing off the sides of a swamp 40 rods, grading 40 rods and crowning with broken stone 160 rods.

Huntingdon Township Roads.—The road on Con. 6, across Lots 6 and 7, was straightened by cleaning off a large quantity of rock and boulders and grading 240 rods.

Lanark and Darling to Clayton Road.—This road was improved on Con. 8, across Lots 6, 7 and 8, Darling, by removing stones, grading 160 rods and gravelling 160 rods.

Lavant to Folger Road.—A new road 1 mile in length was cleared, stumped and grubbed and 80 rods of it graded and surfaced with earth across Lots 8 to 11, between Cons. 11 and 12, Lavant. This work will require further aid to complete the road.

Laxton, Digby and Longford Township Roads.—The Monck Road between Cons. 4 and 5, across Lots 8 to 11, Laxton, was improved 1 mile by grading 20 rods, crowning 70 rods with shell stone and grading 120 rods with a log grader. The Cameron Road on Con. 11, across Lots 3 to 5, Laxton, was improved 1 mile by spreading 120 rods of gravel. The Monck Road from Con. 4, Lots 12 and 13, Laxton, was improved 240 rods by repairing the approach of the bridge by filling in with stone and surfacing with gravel. The hills at each end of the bridge were graded and 2 short hills on Lot 12 were graded and a few loads of gravel spread on the low places.

Limerick Township Roads.—A new road 240 rods in length was cleared, stumped and grubbed, 80 rods of it graded, 1 cedar culvert placed and a 26 ft. cedar bridge built along the side of Lot 22, across Cons. 2 and 3.

Loughboro', Elk Lake and 8th Concession Road.—This road was improved a distance of 160 rods on Con. 8, across Lots 15, 16 and 17, by making 3 stone fills 63 rods long, 1 to 4 ft. deep and 14 ft. wide, grading 99 rods, gravelling 127 rods and ditching 130 rods.

Loughboro' and Bedford Road, 8th to 12th Concession; Loughboro'.—This road was improved by grading 74 rods, filling with stone 42 rods, gravelling 92 rods, ditching 120 rods and building 3 cedar culverts.

Lutterworth Township Roads.—The road between Lots 5 and 6, across Cons. 4, 5 and 6, was improved a distance of $2\frac{1}{2}$ miles by filling in the low places with stone and earth, removing old logs and large stone, filling washouts on the sand hill and repairing 1 wooden culvert. The Cameron Road from Moose Falls to Leary's Falls was improved 1 mile 240 rods by brushing out 100 rods, filling several washouts with gravel, grading 7 rods and surfacing with gravel 150 rods.

Lyell Township Roads.—The road between Lots 25 and 26, across Con. 31, was improved 2 miles by side-brushing 300 rods, grading 300 rods, gravelling 10 rods and building 4 wooden culverts. The road between Lots 11 and 12, running south from Madawaska Village, was improved 3 miles by side-brushing and grading 300 rods and putting in 4 wooden culverts.

Madawaska and Hastings Road.—The road commencing at Lot 27, Con. 1, Sabine, running west and south, was improved 2 miles by side-brushing and grading 300 rods and building 1 wooden culvert. The road from the east bridge along the Madawaska River was opened up 200 rods by being cleared, stumped and graded. Two timber bridges were built over narrow gulleys. The road running south across Lots 15 to 20 was improved $1\frac{1}{4}$ miles by side-brushing 100 rods, grading 100 rods and surfacing 8 rods with gravel.

Mayo Township Roads.—The road between Lots 10 and 11 and on Lot 10, Con. A, was improved by side-brushing 100 rods, grading 64 rods and putting in 4 rods of good cedar corduroy over a dangerous sink hole in a swamp. The road

from Lot 17, Con. 14, to Lot 12, Con. 13, was improved 80 rods by removing stones and boulders, grading 80 rods and building 2 cedar culverts.

Methuen Road.—This road was improved on Con. 5, across Lots 17 and 18, by grading 212 rods and building 1 wooden culvert.

Minden Township Roads.—The road on Con. 3, across Lots 9 and 10, was improved by covering 90 rods of corduroy with brush and earth. The Minden and Gelert Road from the Village of Minden to the Boundary of Snowden was surfaced with gravel $1\frac{1}{2}$ miles.

Monck Road.—This road was surfaced with 165 rods of gravel across Lots 1 and 2, Con. A, Rama.

Monmouth Township Roads.—The road on Con. 10, from the cheese factory west to Lot 10, was improved 3 miles by filling up several places with stone and earth, cutting out and brushing the sides of the road 100 rods, grading 50 rods and building 2 wooden culverts. The road from Tory Hill to the Monck Road was improved $1\frac{1}{2}$ miles by repairing several holes, grading 20 rods, surfacing with earth 160 rods and building 4 wooden culverts.

Monteagle and Herschel Township Roads.—The road across Lots 28, 29 and 30, on Con. 1, and between Lots 20 and 21, Con. 1, Herschel, was improved 160 rods by side-brushing 60 rods, grading 160 rods, building 3 cedar culverts and removing stumps and boulders. The road commencing at the east corner of Lot 14, thence lengthwise of said lot to the south-west corner in Con. 3, Monteagle, was improved 80 rods by making a stone fill of 75 yds. at the foot of a very steep hill, and putting a cedar railing on the same, blasting out rock to make a ditch, blasting out 10 large pine stumps, putting in 1 cedar culvert and grading 80 rods.

North Algona Township Roads.—The road on Con. 4 was improved 160 rods across Lots 19 and 20 by removing stones, side-draining the road, grading and surfacing with earth 160 rods.

Oconto and Tichbourne Road.—This road was improved 160 rods on the Hinchinbrooke and Bedford Boundary, Lots 5 and 6, by grading 32 rods, ditching 32 rods and covering 32 rods with sand and clay and 140 rods with gravel.

Palmerston, Lavant and Snow Road.—Improvements were made on the road from Lot 7, Con. 6, to Lot 7, Con. 7, Palmerston, by side-brushing 212 rods, grading 227 rods, filling 180 rods with stone from 1 to 4 ft. deep and surfacing with gravel 212 rods.

Papineau Township Roads.—The road between Lots 1 and 2, Con. 10, was improved by side-brushing and grading 112 rods and building 1 wooden culvert. The road on Lot 33, Con. 10, was improved by side-brushing 80 rods, gravelling 50 rods and building 2 wooden culverts. The road on Lot 26, Con. 15, was improved by side-brushing 60 rods, gravelling 10 rods and putting in 1 wooden culvert. The road on Lot 11, Con. 10, was improved by side-brushing 60 rods, gravelling 20 rods and building 3 wooden culverts. The road on Lot 32, Con. 12, was improved by side-brushing 100 rods and building 2 wooden culverts. The road between Lots 15 and 16, across Con. 11, was improved 160 rods by side-brushing 80 rods, lowering 2 hills 5 ft. each and building 2 wooden culverts. The road between Lots 4 and 5, Con. 10, was opened up through swampy land 120 rods by side-brushing 80 rods, clearing 40 rods, stumping 120 rods, grading 40 rods and building 1 wooden culvert. The road across Lot 21, between Cons. 10 and 11, was side-brushed 50 rods, gravelled 10 rods and had 2 wooden culverts built on it.

Pembroke Township Roads.—The road on Con. 2, across Lots 14 to 18, was graded and gravelled $1\frac{1}{4}$ miles.

Perth Road between Raymond Corners and Buck Lake Bridge.—The road commencing at Lot 19, Con. 4, and ending at Lot 22, Con. 5, Loughboro, was improved 240 rods by grading 111 rods, gravelling 135 rods, ditching 200 rods and putting in 3 tile culverts.

Petawawa Township Roads.—The road commencing at Lot 12, Con. 4, and ending at Lot 9, Con. 5, was graded and surfaced with earth 240 rods.

Plevna and Ompah Road.—This road on Lot 33, Con. 3, Miller, was improved by grading 96 rods, gravelling 166 rods, putting in 1 cedar and 1 stone culvert, repairing a pier of a bridge, and making a stone fill 16 rods in length, 8 ft. wide and from 3 to 7 ft. deep.

Radcliffe Township Roads.—A new road 1 mile in length through heavy bush to avoid a couple of bad hills was cleared, stumped and grubbed on Con. 3, across Lots 11, 12 and 13. The road on Con. 12, across Lots 17 and 18, was side-brushed, graded and surfaced with earth 160 rods.

Raglan Township Roads.—The road on Con. 6, across Lots 14 and 15, was improved by grading and surfacing with earth 160 rods, blasting out rock along a hill and side-draining the same. The road on Con. 18, across Lot 10, was improved by grading and surfacing with earth 40 rods, repairing 1 culvert, cutting down approaches to a bridge, building up the fill and putting a new cedar covering on the bridge. The road on Con. 3, Lots 12 and 13, was graded and surfaced with earth 80 rods and a considerable number of boulders removed. The road on Con. 5, across Lots 8 and 9, was improved by grading 160 rods, removing stone, gravelling a swamp road, surfacing with earth 160 rods and building 1 cedar culvert. The road on Con. 3, across Lot 30, was graded and gravelled 40 rods.

Rama Road.—The road across Lots 23 and 24, Front Range, Rama, was improved by crowning 100 rods with broken stone taken from the quarries and filling up several holes with stone.

Ramsay, 7th Concession.—A clay road was graded and crowned with gravel 120 rods on Lot 12.

Rose Hill Road, Denbigh.—The road commencing at Lot 8, Con. 7, and running to Lot 5, Con. 6, was improved 1 mile by side-brushing 115 rods, grading 187 rods, gravelling 103 rods, ditching 100 rods, and building 4 cedar culverts.

Ross Township Roads.—The road on Con. 4, across Lots 15, 16 and 17, was graded 160 rods and gravelled 240 rods.

Sebastopol Township Roads.—The Quadville Road, commencing at Lot 15, Con. 6, and ending at Lot 6, Con. 8, was graded and surfaced with earth 240 rods. One cedar bridge was built and a considerable amount of stone removed. The Foymount Road on Con. 12, across Lots 9 and 10, was improved 80 rods by brushing out the road, removing stone, stumping 20 rods, grading 80 rods and surfacing with earth 80 rods.

Sheffield, Lot 6, Concession 11 to Lot 5, Concession 10.—The work on this road consisted of repairing $1\frac{1}{4}$ miles, 37 rods being graded, 1 mile 19 rods surfaced, 76 rods ditched, 6 yds. of rock blasted out, and 2 concrete and 5 cedar culverts put in.

Sherbourne Township Roads.—The Hollow Lake Road from the river was improved 1 mile by clearing the side-ditches, grading 10 rods, putting gravel in the low places and building 1 wooden culvert.

Sherbrooke Road.—This road on Con. 2, across Lots 23 to 27, North Crosby, was improved 240 rods by grading and gravelling 153 rods, cutting down 9 hills and filling each at the bottom and building 3 wooden culverts.

Sherwood Township Roads.—The road commencing at Lot 187, North Bon-

neechere Range, and ending at Lot 2, Con. 11, was improved by grading 240 rods, side-draining a bad hill, removing stone and gravelling. The road commencing at Lot 14, Con. 8, and ending at Lot 15, Con. 9, was improved by grading 120 rods, removing stone and side-draining. The road on Con. 6, across Lots 5 and 6, was graded and gravelled 160 rods, one hill cut down and the crosslay covered. The road on Con. 4, across Lots 4, 5 and 6, was graded and surfaced with earth 240 rods, considerable stone was removed and a small amount of side-draining was done. The Bark Lake Road, Lots 128 and 129, South Bonnechere Range, was improved by removing stone, grading and surfacing with earth 80 rods and brushing out a swamp.

Snowden Township Roads.—The Bobcaygeon Road from Con. 6 was repaired $14\frac{1}{2}$ miles by taking off large stones, old crossway and filling their place with small stones and earth and also filling some ruts. The Monck Road, Lots 9 and 10, was improved 80 rods by covering the old crossway with brush, earth and gravel. The Irondale and Gelert Road, from Cons. 6 to 9, was improved 3 miles by clearing out side-ditches, removing large stones, repairing culverts and filling in the soft places.

Somerville, Monck Road, Lots 8 to 13.—This road was improved 20 rods by blasting rock, filling the low places, making ditches to take the water off, and making a fill of 20 yds. of broken stone.

South Algona Township Roads.—The road on Con. 8, across Lots 13 and 14, was graded and surfaced with earth 160 rods and 1 cedar culvert built. The road on Con. 1, across Lots 8 and 9, was improved 240 rods by grading, side-draining, drawing earth on the crosslay and gravelling.

Springer Township Roads.—The road on Lot 9, Con. B, was graded and surfaced with earth 80 rods and ditched 30 rods. A new road across Lot 1, Cons. A and B, was cleared, stumped and grubbed 216 rods.

Stafford Township Roads.—The road on Con. 4, across Lots 13 and 14, was graded and surfaced with gravel 240 rods.

Stanhope Township Roads.—The work in this Township was from Hall's Lake Bridge to Lot 13, Con. 5, and on the Billings Road, north from Maple Lake about 1 mile, and extended over $21\frac{1}{2}$ miles. Considerable stone was removed, several low places filled with broken stone, brush cut along part of the road, 20 rods graded, 80 rods surfaced with earth and 2 wooden culverts built.

Tyendinaga Township Roads.—The road across Lots 31 and 32, on Con. 4, was improved by clearing stones and stumps from the sides of the road, grading 160 rods and surfacing with gravel 80 rods.

Tudor and Cushel Township Roads.—The road across Lots 1, 2 and 3, Con. 9, was improved 80 rods by brushing off the sides, removing stumps and stones and grading 80 rods. A new road 160 rods in length was stumped and graded and 2 cedar culverts built on Con. 9, across Lots 10 and 11.

Vanacher and Matawachan Road.—The road across Lots 1, 2 and 3, on Con. 2, Vanacher, was improved 1 mile by grading 164 rods, gravelling 132 rods, cutting down 3 hills, the first being 40 ft. of a cut 3 ft. deep, filled at the bottom with stone 5 ft. deep for 60 ft.; the second cut being 47 ft. long and 3 ft. deep; the third cut was 37 ft. long and 5 ft. deep and a fill was made at the bottom with stone, the length being 31 ft. and the depth $41\frac{1}{2}$ ft.

Washago Road.—The road across Lots 6, 7, 8 and 9, in Con. 26, Rama, was gravelled 1 mile 20 rods. The road on Con. 1, Lots 2 and 5, Rama, was surfaced with stone about 50 rods.

Westmeath Township Road.—The road on Con. 8, across Lots 4 and 5, was graded and gravelled 240 rods.

Widdifield Township Roads.—The sideroad between Lots 19 and 20, Con. C, was improved 80 rods and a new road 40 rods in length was cleared, stumped and graded, 6 rods gravelled and 1 wooden culvert built. The road between Lots 14 and 15, Con. A, was improved 80 rods by side-brushing 60 rods, gravelling 20 rods and building 1 wooden culvert. The road between Cons. 1 and 2, across Lots 12, 13 and 14, was improved 160 rods by side-brushing 80 rods, stumping 31 rods and gravelling 40 rods. The road on Con. 4, west, from Lot 9, was side-brushed 60 rods and had a new culvert built on it. The road on Con. 1, across Lots 8 and 9, was improved 80 rods by lowering a hill 4 ft., side-brushing 80 rods, grading 50 rods, gravelling 10 rods and building 2 wooden culverts. The road on Con. A, from Lot 7, south, was improved 160 rods by cutting down 3 hills 4 ft., side-brushing 40 rods and building 1 wooden culvert. The road between Lots 6 and 7, across Con. 1, was improved by side-brushing 75 rods and gravelling 50 rods. The Trout Lake Road running north to the sideroad was side-brushed 40 rods, graded and gravelled 20 rods. The road from Con. B along the sideroad going to North Bay was improved 1¼ miles by removing stones and stumps and spreading gravel on 20 rods. The road on Con. 2, Lot 21, was improved by side-brushing and grading 200 rods and building 2 wooden culverts. The road on the 16th sideline, across Cons. C and D, was opened up 120 rods through large boulders and gravel, 120 rods being cleared and stumped, 6 rods gravelled and 1 wooden culvert built.

Wilberforce Township Roads.—The road on Con. 12, across Lots 22 and 23, was improved 80 rods by widening the road bed and cutting away brush through the swamp and drawing gravel on the crossway. The road on Con. 8, across Lot 20, was graded and gravelled 80 rods around a hill which straightened out the road. The road on Con. 2, across Lot 7, was graded and surfaced with earth 40 rods and a new 20 ft. cedar bridge built. The road on Con. 18, across Lots 18 and 19, was improved by drawing gravel on the crossway, removing stone, brushing out the road, grading 40 rods and surfacing with gravel 160 rods. The road on Con. 18, across Lots 33 and 34, was improved by grading 160 rods, covering the crossway and surfacing 160 rods. The road on Con. 20, across Lots 29 and 30, was improved by grading 160 rods, covering the crossway, side-draining and gravelling 160 rods.

Wollaston Township Roads.—The Road on Con. 8 was improved across Lots 21, 22 and 23 and on Lot 14 by providing drainage, grading 40 rods, gravelling 40 rods and building 5 cedar culverts. Part of this road was in a swamp and it was necessary to build a very heavy grade and wide crown.

Wylie Township Roads.—The road on Con. 11, across Lots 34 and 35, was improved by removing stone from the hill, side-draining the road, grading and gravelling 240 rods, and building 1 cedar culvert.

REPAIRS AND MAINTENANCE.

Folger Road.—A new road 240 rods in length on Lot 15, Cons. 8 and 9, North Canonto, was opened up by clearing, stumping and ditching 205 rods, gravelling 205 rods, grading 105 rods, filling 100 rods with logs and stones and covering with gravel, also building 4 stone culverts.

Government Road, Horton.—The road on Con. 7, across Lots 14 to 21, was improved by removing stone, grading and surfacing with earth 160 rods, spreading gravel and building 1 cedar culvert.

Graphite Mine Road.—The road on Con. 2, across Lots 21 to 24, Brougham, was improved by grading and gravelling 1 mile.

Grattan Road Drain.—A drain 80 rods in length and 4 ft. deep was constructed on Lot 36, Con. 17, Grattan, to carry the water from the road.

Trout Lake Shore Road.—The road, from Lots 15 to 26 inclusive, was improved $13\frac{1}{4}$ miles by grading 160 rods, gravelling 200 rods, ditching 180 rods and building 2 wooden culverts. This work was through gravel and rocky country and also a few swampy places. The road, from Lots 12 to 14 inclusive, was opened up 240 rods by clearing, stumping and grading 220 rods and building 2 wooden culverts.

EAST DIVISION BY-LAWS.

Bancroft By-law No. 108.—Road No. 1, on Hastings Street from the southerly boundary of the village northward 40 rods were graded and gravelled, 1 box culvert of cedar built and a fill of stone 8 rods in length and 8 ft. deep fenced with good cedar posts and scantling railing was made.

Bastard and Burgess By-law No. "A."—Road No. 2, on the line between Cons. 3 and 4, across Lot 30 and part of Lot 29, was opened up by stumping 26 rods, grading 168 rods, gravelling 169 rods, cutting down a clay hill 10 ft., putting in 1 iron culvert, and surfacing 262 rods with stone.

Belmont and Methuen By-law No. 558.—Road No. 1, on the line between Cons. 5 and 6, across Lots 1 to 5, was surfaced with gravel 56 rods. Road No. 2, between Lots 24 and 25, across Con. 7, was crowned with crushed stone 95 rods. Road No. 3, running in an easterly direction through Lot 10 across Cons. 4 and 5 was graded 240 rods, gravelled 39 rods and crowned with crushed stone 72 rods. Road No. 5, on Con. 6, opposite Lot 11, was graded 33 rods, and the top of a hill cut off 3 ft. and filled in at the bottom. Road No. 6, on Con. 2, opposite Lots 12 and 13, was graded 126 rods and crowned with crushed stone 36 rods. Road No. 7, on Con. 8, opposite Lots 15 and 16, was graded and gravelled 236 rods. Road No. 8, on Con. 8, across Lots 1, 2 and 3, was surfaced with gravel 140 rods.

Bromley By-law No. 227.—Road No. 1, on the line between Cons. 2 and 3 across Lots 24 and 25 was graded and gravelled 240 rods. Road No. 2, between Lots 15 and 16 across Con. 4, was graded and gravelled 240 rods. Road No. 3, across Lot 1 on Con. 10 was graded and gravelled 80 rods. Road No. 5, on Force Road running south-westerly across Lot 20, Con. 3 and Lot 21, Con. 4 and on Con. 5 across Lot 23 was improved by grading and gravelling 1 mile. Road No. 6, on the proof line between Lots 12 and 13 from the townline of Ross and Bromley across Con. 1 was graded and gravelled 240 rods. Road No. 7, in the Village of Osceola south-west across Lot 19, Con. 3, was improved by grading and gravelling 240 rods and otherwise repairing. Road No. 8, on the Force Road between Cons. 3 and 4 across Lots 22, 23 and 24 was improved by grading and gravelling $11\frac{1}{4}$ miles. Road No. 9, on the McNaughton Line across Lot 5 in the 8th Con. was improved by grading and gravelling 240 rods and building 1 50-ft. stone bridge. Road No. 10, in the Village of Douglas, was improved by grading and gravelling 240 rods.

Caldwell By-law No. 213.—Road No. 1, on the line between Cons. B and C, from Lot 9 to the Township of McPherson was improved by grading 17 rods and gravelling 26 rods. Road No. 2, on the line between Cons. A and B, from Springer to McPherson, was improved by grading 187 rods, gravelling 37 rods and building 3 wooden culverts. Road No. 3, on the line between Cons. A and 1, from Springer to McPherson, was improved 1 mile by grading 30 rods and gravelling 36 rods. Road No. 4, on the line between Cons. 1 and 2 from Springer to Kirkpatrick was improved by surfacing 1 mile 230 rods with gravel, repairing 2 wooden culverts

and building 1 small bridge. Road No. 5, on the line between Cons. 2 and 3 from Lot 8 to Kirkpatrick, was improved by grading 38 rods and gravelling 54 rods. Road No. 6, on the line between Cons. 3 and 4 south of the Veuve River from Lot 6 to Kirkpatrick, was improved by gravelling 36 rods and repairing 1 bridge and 1 culvert. Road No. 7, on the line between Cons. 3 and 4 north of the Veuve River from Springer to Kirkpatrick, was improved by surfacing 2 miles 40 rods with gravel. Road No. 8, on the Boundary of Caldwell and Springer across Con. 3 was improved by surfacing 30 rods with gravel. Road No. 9, between Lots 10 and 11 across Cons. 3 and 4 to Badgerow was improved by grading 18 rods. Road No. 10, between Lots 8 and 9 across Cons. A, B, 1, 2 and 3 was improved by gravelling 195 rods. Road No. 11, between Lots 2 and 3 across Cons. 1 and 2 was improved by gravelling 30 rods. Road No. 12, between Lots 4 and 5 across Cons. 1 and 2 was improved by grading 54 rods. Road No. 13, between Lots 6 and 7 across Cons. 1 and 2 was improved by grading 39 rods and building 1 wooden culvert.

Camden By-law No. 413.—Road No. 1, on the line between Cons. 8 and 9 across Lots 31 to 34 was improved by surfacing 316 rods with broken stone. Road No. 2, between Lots 27 and 28 across Con. 6 was improved by crowning 1 mile 12 rods with broken stone. Road No. 3, across Lots 45 to 48, Con. 8, was improved by surfacing 186 rods with broken stone. Road No. 5, on the east Boundary, west from Lot 48, was improved by crowning 126 rods with broken stone. Road No. 6, on Con. 7 across Lots 30 and 31, was improved by grading 30 rods and crowning 45 rods with broken stone.

Carlow By-law No. 67.—Road No. 1, on the line between Cons. 2 and 3 from Lots 10 to 17 was improved by grading and gravelling 74 rods, and building 4 cedar culverts. Road No. 2, between Lots 20 and 21, across Cons. 1 and 2, was improved by side-brushing, grading and gravelling 40 rods and building 3 cedar culverts. Road No. 3, on the line between Cons. 8 and 9 from Lots 21 to 30 inclusive, was improved by side-brushing, grading and gravelling 80 rods. Road No. 4, between Lots 20 and 21, across Con. 11, was improved by side-brushing, grading and gravelling 40 rods. Road No. 5, from Armstrong's store, New Carlow, along the 5th sideroad through Cons. 13 and 12, and westerly along Con. 11 to the Boundary of Carlow and Monteagle, was improved by grading 160 rods and putting in 2 cedar culverts.

Casimir, Jennings and Appelby By-law No. 67.—Road No. 1, on Lots 1 to 6 of Con. 6 and between Lots 4 and 5, across Con. 6, Appelby, a new road 1 mile 120 rods in length was cleared, 244 rods graded, 6 wooden culverts put in and 1 16-ft. timber bridge constructed. Road No. 2, between Cons. 1 and 2 across Lots 1 to 11, 1 mile of old road was improved by grading 80 rods and surfacing 240 rods with gravel. Road No. 3, across Lots 1 to 10 between Cons. 3 and 4 and thence across Con. 3, on the Boundary of Appelby and Dunnett, 2 miles of old road were improved, 1 mile being graded, 1 mile gravelled, and 4 wooden culverts built. Road No. 4, across Lots 1 to 12 on Con. 6 and between Lots 4 and 5 from the Boundary north to the lake in Casimir, 1 mile was graded and 50 rods surfaced with gravel. Road No. 5, between Lots 10 and 11 across Cons. 4, 5, and 6, $1\frac{1}{4}$ miles of old road were surfaced with gravel. Road No. 6, between Lots 8 and 9 across Con. 3, Casimir, 160 rods were gravelled, 140 rods ditched and 2 wooden culverts put in. Road No. 7, on the Boundary between Jennings and Casimir, and between Cons. 5 and 6 across Lots 1 to 6 and between Cons. 4 and 5 across Lots 1 to 4, and between Cons. 2 and 3 across Lots 1 to 3, Jennings, 160 rods of old road were graded, 1 mile 120 rods crowned with gravel and a new road cleared and graded

160 rods, ditched 80 rods and 3 wooden culverts constructed on it. Road No. 8, on the Boundary between Jennings and Appelby and between Cons. 5 and 6 from Lots 10 to 13, Jennings, $1\frac{1}{4}$ miles of old road were surfaced with gravel and 120 rods of it ditched. A new road 80 rods in length was stumped and grubbed.

Chisholm By-law No. 59.—Road No. 1, between Cons. 8 and 9 across Lots 1 and 2, 2 wooden culverts were put in and 1 30-ft. timber bridge constructed and gravel spread at each end of it a distance of 8 rods. Road No. 4, on Con. 16 across Lot 6, a new road 40 rods in length was cleared, stumped, graded, surfaced with earth and ditched on both sides and 1 wooden culvert placed on it.

Cosby and Mason By-law No. 10.—Road No. 1, on the Boundary of Cosby and Mason, across Lots 1 to 13, $1\frac{1}{2}$ miles of old road were graded, $1\frac{1}{2}$ miles ditched, 4 wooden culverts built, and 1 bridge repaired. Road No. 3, between Cons. 2 and 3 across Lots 1 to 10, Cosby, a new road 160 rods in length was cleared 66 ft. wide and 240 rods on the old road were graded and 1 18-ft. cedar bridge built. Road No. 4, between Cons. 3 and 4 across Lots 1 to 7, 240 rods of old road were graded and ditched and 2 wooden culverts built. Road No. 5, between Lots 6 and 7 across Con. 2, 40 rods of new road were stumped and grubbed, 160 rods of old road graded, 80 rods ditched, and 3 wooden culverts built.

Douro By-law No. 808.—Road No. 1, on the Dummer Road across Con. 10 through Lots 1 and 2, 92 rods of old road were graded and gravelled. Road No. 2, between Lots 5 and 6 across Cons. 6, 7 and 8, was improved by grading 68 rods and gravelling 131 rods. Road No. 3, on the Dummer Road across Con. 2 through Lot 10, 136 rods of old road were graded and gravelled. Road No. 4, on the North Douro Road 105 rods were gravelled.

Dummer By-law No. 807.—Road No. 1, the Warsaw and Peterboro' Road from the Boundary between Dummer and Douro easterly through Lot 12 to the Village of Warsaw, 60 rods of old road were graded and gravelled and 25 rods of 4-inch tile were laid. Road No. 2, on Con. 2 opposite Lot 7, 40 rods of old road were graded and a hill cut down and filled in at the bottom. Road No. 3, on the 8th Con. line from the Boundary between Asphodel and Dummer to Lot 6, 291 rods of old road were graded and 200 rods surfaced with earth. Road No. 4, on the 12th Con. line from Lots 5 to 10, 126 rods were surfaced with gravel. Road No. 5, on the 9th Con. line from Lots 5 to 12, 50 rods were graded and 91 rods gravelled. Road No. 6, between Lots 25 and 26 across Con. 3, 160 rods were graded and 47 rods gravelled. A road grader was purchased at the cost of \$250.

Dungannon By-law No. 85.—Road No. 1, between Cons. 10 and 11 across Lots 29 and 30, 80 rods of old road were improved by being side-brushed, blasting stumps and boulders, grading 80 rods and building 2 cedar culverts.

Dysart By-law No. 560.—Road No. 1, about 15 miles of the roads in Guilford Township were repaired by hauling earth on crossway and low places and by spreading gravel in several places. Road No. 2, on the main road from Haliburton to West Guilford a new road 3 miles in length was completed, 1 mile being cleared, stumped and grubbed, 3 miles graded and surfaced with gravel and two concrete culverts put in. Road No. 3, from Haliburton to Fort Irwin about 10 miles of road were improved by filling in the low places with earth, cleaning out side-ditches, re-surfacing, taking out large stones and repairing culverts. Road No. 4, from Haliburton east to Monmouth Boundary, about 10 miles of road were repaired by hauling gravel on low places, re-surfacing hills and cleaning out side-ditches. Road No. 5, from Haliburton south to Glamorgan Boundary, about 6 miles of road were repaired by re-surfacing with earth old crossways, low places,

and washouts on hills. Road No. 6, from Haliburton south-west on the South Shore Road to Minden Boundary, including the road to Donald, about 6 miles of road were improved by taking off shoulders in some places. Most of the material was hauled from the Chemical Works and placed on the road as gravel, which seems to wear well. Road No. 7, from Haliburton on the North Shore Road to the Minden Boundary, about 4 miles were repaired by re-surfacing places with gravel, cleaning out side-ditches, and taking off large boulders from the road. Road No. 8, from Gilmour's Corner in Dysart to Eagle Lake River, in Guilford, was repaired a distance of 2 miles by re-surfacing old pieces of crossway, low places and a few hills. Road No. 9, from the Cardiff Boundary north to Avey Brothers' Mill, in Harcourt, about 3 miles of old road were repaired by building up several low places with brush and earth and grading 5 or 6 short pieces.

Eldon By-law No. 429.—Road No. 1, between Cons. 7 and 8 across Lots 16 to 19, 130 rods of old road were improved by blasting rock to widen a hill and making a fill of 120 yds. at the bottom, also crowning 120 rods with broken stone. Road No. 2, between Lots 5 and 6 across Con. 7, $1\frac{1}{4}$ miles of old road were improved by putting several loads of earth in low places, crowning 180 rods with broken stone, 30 rods with gravel, building 1 wooden culvert and repairing 1 timber bridge. Road No. 3, across Lots 1 to 11 inclusive on the Portage Road, 1 mile was repaired by gravelling 310 rods and fixing up several low places. Road No. 3A, across Con. 6 on the Portage Road, 30 rods were crowned with broken stone. Road No. 4, between Cons. 4 and 5 across Lot 16, 100 rods were gravelled. Road No. 5, between Lots 20 and 21 across Con. 7, 80 rods of old road were improved by blasting rock from a hill and filling it in at the bottom, the fill being 220 yds. The 80 rods were covered with broken stone. Road No. 6, between Cons. 2 and 3 opposite Lots 22 and 23, 130 rods of old road were crowned with broken stone. Road No. 7, between Lots 5 and 6 across Con. 3, 90 rods of old road were improved by removing 15 rods of old cross-lay and filling in with 8 rods of stone, grading 18 rods and gravelling 90 rods. Road No. 8, between Cons. 2 and 3 from Lots 15 to 18, 120 rods of old road were graded and surfaced with gravel. Road No. 9, between Cons. 10 and 11 across Lot 11, 70 rods of old road were crowned with gravel. Road No. 10, between Cons. 8 and 9 across Lots 1 and 2, 79 rods were crowned with gravel.

Elzevir and Grimssthorpe By-law No. 5A.—Road No. 1, between Cons. 6 and 7 across Lots 4 and 5, 80 rods of old road were graded and gravelled and 1 small cedar bridge built. Road No. 3, on Con. 4 across Lot 20, 64 rods of old road were side-brushed, graded and gravelled and 1 cedar culvert built. Road No. 4, between Cons. 6 and 7 across Lots 2 and 3, 120 rods of old road were graded and gravelled. Road No. 5, through Con. 4, across Lot 4, 160 rods of old road were graded and gravelled. Road No. 6, between Cons. 9 and 10, across part of Lots 17 and 18, 80 rods of old road were graded and gravelled and 1 cedar culvert built.

Faraday By-law No. 61.—Road No. 1, on the west side of the hill on Lot 14, Con. 11, 80 rods of old road were graded and gravelled and 3 cedar culverts put in. Road No. 2, commencing at the foot of the hill on Lot 25, Con. 1, thence westerly around the Cheese Factory on the north side of the present road to Lot 24, 40 rods of old road were side-brushed, graded and gravelled and 1 cedar culvert built. Road No. 3, westward from the foot of the hill on Lot 19, Con. 11, 40 rods of new road were cleared, stumped and graded and 3 cedar culverts built. Road No. 4, westward from the foot of Labarge's Hill on Lot 6, Con. 16, 40 rods of old road were side-brushed, graded and gravelled and 1 cedar culvert built.

Front of Yonge By-law No. 57.—Road No. 1, commencing at the intersection of the road leading towards Sherwood Springs, and extending towards Lyn on Lot 7, Con. 1, 1 mile 20 rods of old road were watered, rolled, surfaced with gravel and rolled.

Front of Leeds and Lansdowne By-law No. 703.—Road No. 1, on the Brockville and Kingston Road on Con. 1 across Lots 17 to 24 and Lots A to 5, Con. 1, Lansdowne, 1 mile 85 rods of old road were surfaced with gravel and rolled with the roller. Road No. 2, running in a north-westerly direction through Lots 15 and 16 across Con. 4, Lansdowne, 1 mile of old road was improved by putting in 4 metal culverts and gravelling 285 rods. The 285 rods were rolled, watered and top dressed.

Hinchinbrooke By-law No. 7.—Road No. 1, on the Frontenac Road from the south Boundary at Lot 1, Con. 3, to the Olden Boundary, Lot 30, Con. 4, $1\frac{1}{2}$ miles of old road were improved by grading 104 rods, gravelling 1 mile 144 rods, placing 3 tile culverts, cutting down 2 hills 3 ft., and making a stone fill 66 ft. long and 3 ft. deep. Road No. 2, on the Arden and Parham Road from Lot 26, Con. 10, east, $1\frac{1}{2}$ miles of old road were improved by grading 115 rods and surfacing with earth 1 mile 47 rods. Road No. 3, on the Ruttan and Wager Road, commencing at Lot 22, Con. 8, $1\frac{1}{4}$ miles of old road were improved by removing stone, grading 219 rods, gravelling 1 mile 13 rods and building 3 stone culverts. Road No. 4, on the Bush and Oak Flats Road, east from Lot 2, Con. 4, 1 mile of old road was repaired by grading 97 rods, surfacing with earth 119 rods, spreading stone 2 ft. deep for 46 rods and repairing 4 wooden culverts. Road No. 5, on the Haddock and Parham Road north from Lot 5, Con. 6, $1\frac{1}{4}$ miles of old road were improved by removing stone, grading 87 rods, and gravelling 1 mile 10 rods. Road No. 6, on the Echo Lake Road north from Lot 14, Con. 6, 240 rods of old road were repaired by grading 84 rods, surfacing with gravel 124 rods and spreading stone 32 rods.

Horton By-law No. 236.—Road No. 1, on the Garden Road, Con. 4, Lots 22 to 26, 240 rods of old road were graded and gravelled. Road No. 2, on the Opeongo Road, Lot 14, a concrete bridge was constructed. Road No. 3, on the 6th Con. line at Lot 14, 80 rods of old road were graded and gravelled. Road No. 4, on the Opeongo Road at Lot 10, 120 rods of old road were graded and surfaced with gravel.

Hungerford By-law No. 42.—Road No. 1, between Cons. 12 and 13 across Lots 5 to 9, 120 rods of old road were graded and gravelled, and 1 cedar and 1 steel culvert placed. Road No. 2, in front of Con. 6, Lots 6 to 9, 240 rods of old road were graded and 1 cedar and 2 steel culverts built.

Huntingdon By-law No. 360.—Road No. 2, between Lots 2 and 3 across Cons. 8 and 9, 120 rods of old road were graded and gravelled. Road No. 3, between Lots 6 and 7 across Con. 7, 80 rods of old road were graded and gravelled. Road No. 4, between Cons. 3 and 4 across Lots 14 to 20, 100 rods of old road were graded and 120 rods surfaced with gravel. Road No. 5, between Cons. 1 and 2 across Lots 2 to 5, 80 rods of old road were graded and gravelled.

Kennebec By-law No. 1.—Road No. 1, on the Arden and Harlowe Road, 1 mile of old road was improved by grading 1 mile, gravelling 187 rods, ditching 254 rods, making a rock fill 15 rods in length, building 4 cedar culverts and putting in 1 18-inch metal culvert. Road No. 2, on the Arden and Tamworth Road, $1\frac{1}{2}$ miles of old road were improved by grading 177 rods, gravelling 312 rods, stoning 153 rods and building 6 wooden culverts. Road No. 3, the Arden and Kaladar Road, from

the Salmon River, was improved by grading 255 rods, gravelling 110 rods, ditching 186 rods, removing stone and putting in 4 culverts. Road No. 4, on the Arden and Harlowe Road, from Lot 20, Con. 8, 240 rods were improved by grading 50 rods, gravelling 165 rods, stoning 18 rods and building 2 cedar culverts. Road No. 5, on the Beaver Creek and Arden Road, 240 rods of old road were improved by grading 183 rods, gravelling 100 rods and repairing 2 bridges by putting in new planks and 3 new stringers.

Limerick By-law No. 4.—Road No. 1, between Cons. 8 and 9 from the west side of Lot 23 to Lot 15, $1\frac{1}{4}$ miles of old road were improved by grading $1\frac{1}{4}$ miles, gravelling 100 rods and building 4 cedar culverts.

Loughboro' By-law No. 69A.—Road No. 1, from Cons. 8 and 9 to the Perth Road from Lot 14 to Lot 19, 240 rods of old road were improved by grading 86 rods, gravelling 204 rods, putting in 2 tile culverts, and cutting $2\frac{1}{2}$ rods of rock to straighten the road. Road No. 3, across Cons. 2 and 3 between Kingston Road and Boulton, 1 mile of old road was improved by gravelling 309 rods and cutting down a hill 3 ft.

Madoc By-law No. 344.—Road No. 1, between Cons. 8 and 9 from Lots 3 to 7, 120 rods of old road were graded and gravelled and 1 stone culvert with a cedar covering put in. Road No. 2, between Lots 5 and 6 across Cons. 9 and 8, 80 rods of old road were improved by removing boulders, grading and gravelling 80 rods. Road No. 5, between Cons. 9 and 10 across Lots 23, 24 and 25, 200 rods of old road were graded and gravelled and 2 stone culverts built. Road No. 6, from Lot 23 south across Lot 22, then west across Con. 4, 120 rods of old road were graded and gravelled, 2 stone culverts with cedar coverings put in and 2 small cedar bridges built. Road No. 7, between Cons. 3 and 4 across Lots 6 to 11, 200 rods of old road were improved by removing boulders and being graded and gravelled.

Marmora and Lake By-law No. 490.—Road No. 1, between Cons. 1 and 2 from the south side of Lot 21 to the north side of Lot 22, 240 rods of old road were improved by grading 240 rods, gravelling 160 rods and building 3 cedar culverts. Road No. 2, on Con. 9 running south and west across Lot 21, 200 rods of old road were improved by grading 200 rods, gravelling 160 rods and putting in 3 stone culverts with cedar coverings on them. Road No. 3, on the Boundary of Marmora and Madoc, Lots 19 and 20, 80 rods of old road were graded and gravelled. Road No. 7, from the centre of the east half of Con. 6 between Lots 15 and 16 west to the centre of Con. 6, 80 rods of old road were side-brushed, graded and gravelled. Road No. 8, from the County road between Cons. 1 and 2 in Lot 5 south to the south side of Lot 3, 120 rods of old road were improved by grading 120 rods and gravelling 80 rods.

Martland By-law No. 94.—Road No. 1, across Cons. 1 to 6 inclusive between Lots 2 and 3, 45 rods of old road were graded, 80 rods gravelled, 6 wooden culverts built, 1 timber bridge constructed and an earth and rock fill of 520 cu. yds. made. Road No. 2, on the line between Cons. 1 and 2 across Lots 1 to 12, 1 mile of old road was graded and 3 wooden culverts built. Road No. 3, on the line between Cons. 2 and 3 across Lots 1 to 12, 1 mile of old road was graded, 4 wooden culverts built and an earth fill of 291 yds. made. Road No. 4, between Cons. 4 and 5 across Lots 1 to 6, 160 rods of old road were graded and gravelled, 2 wooden culverts put in and 2 yds. of a rock cut made. Road No. 5, on the line between Cons. 5 and 6 across Lots 1 to 12, 80 rods of old road were graded and surfaced with earth and 1 cedar culvert built. Road No. 6, on the line between Cons. 3 and 4 from Lots 8 to 12, a new road was opened up

by clearing and stumping 30 rods, ditching 44 rods, grading and surfacing with earth 50 rods.

Mayo By-law No. 278.—Road No. 1, between Cons. E and B, across Lots 8 and 9, 120 rods of old road were side-brushed and graded and 3 wooden culverts built. Road No. 2, between Lots 16 and 17 across Cons. 12 and 13, 120 rods of old road were side-brushed, stumped, graded and gravelled. Road No. 3, in a north-westerly direction through Lots 10 and 11 across Cons. 13 and 14, a new cedar bridge was built over a ravine where the former bridge was 40 ft. long. Each end of the new bridge was filled with timber and earth and a solid structure built on stone filled abutments 12 x 8 ft., which was all the 14-ft. span required. Road No. 4, the Boundary of Mayo and Carlow commencing at Con. 16 southerly to Con. 15, 64 rods of old road were graded and gravelled and 3 cedar culverts built.

Monteagle and Herschel By-law No. 434.—Road No. 1, on the line between Cons. 12 and 13 from the centre of Lot 19 to the west side of Lot 20, 80 rods of old road were improved by removing stone, side-brushing and grading 80 rods and building 3 cedar culverts. Road No. 2, on Con. 12 and to the centre of Lots 20 and 21, Con. 11, 120 rods of old road were side-brushed and graded and 4 cedar culverts built. Road No. 3, from the centre to the south end of Lot 20, Con. 16, 80 rods of old road were improved by blasting out 2 large rocks, grading 80 rods and building 2 cedar culverts. Road No. 4, on the Boundary between Wicklow and Monteagle 80 rods of old road were side-brushed and graded and 4 cedar culverts built. Road No. 9, between Lots 10 and 11, from Cons. 10 to 8, 160 rods of old road were graded and 7 cedar culverts built. Road No. 10, from the west side of the railway tracks at Maynooth Station, west to Gore Lot, Monteagle, 120 rods of old road were graded and 5 cedar culverts put in. Road No. 11, from the east side of Lot 2, Con. 15, to the west side of Lot 5, Con. 15, 40 rods of old road were graded and a rocky point blasted off, and a guard railing placed along the river opposite it. Road No. 15, from the west side of Lot 27, Con. 1, Herschel, to the west side of Lot 29, Con. 1, 80 rods of old road were graded, 2 cedar culverts built and a stone fill of 50 yds. with a good railing made. Road No. 16, between Lots 10 and 11 from the Townline of Faraday and Herschel north to the north end of Lot 10, 80 rods of old road were side-brushed and graded and 2 cedar culverts built.

Murray By-law No. 809.—Road No. 5, from the Town of Trenton west to the Boundary of Brighton Township, 3 miles 110 rods of old road were graded and gravelled and 3 concrete culverts constructed. Road No. 6, from the Boundary of Ameliasburgh and Murray from the Carrying Place north and west to Trenton Boundary, 1 mile of old road was graded and gravelled. Road No. 7, from the Trenton Boundary north and west to the Brighton Boundary Line, 300 rods of old road were graded and gravelled and 1 concrete culvert constructed.

McNab By-law No. 68.—Road No. 2, between Lots 4 and 5 across Con. 12, 160 rods of old road were graded and gravelled. Road No. 3, running in a westerly direction through Lot 9, Con. 13, 120 rods of old road were graded and surfaced with gravel. Road No. 5, between Cons. 10 and 11 across Lots 24 and 25, 240 rods of old road were graded and gravelled.

Newburgh By-law No. 190.—Road No. 1, from Lots 17 to 12 in Con. 1, 300 rods of old road were crowned with gravel. Road No. 2, on the main road north of the village in Con. 2, between Lots 16 and 17, 103 rods were graded, 136 rods gravelled and a hill cut 75 ft. long averaging 11½ ft. deep made.

Olden By-law No. 36B.—Road No. 1, on the Frontenac Road from Lot 7, Con. 7 northerly to Lot 21, Con. 6, 1 mile of old road was improved by grading 136 rods, gravelling 204 rods and building 2 cedar and 2 stone culverts. Road No. 2, on the Long Lake and Hungry Bay Road, from Lot 1, Con. 6 to Lot 21, Con. 1, 1 mile of old road was improved by grading 114 rods, gravelling 260 rods, ditching 225 rods and putting in 4 tile culverts. Road No. 3, on the Arden and Oso Road from the west Boundary Lot 18, east to the Oso Boundary, Lot 11, 1¼ miles of old road were improved by grading 96 rods, gravelling 1 mile 27 rods, ditching 180 rods and building 2 stone culverts. Road No. 4, on the Tamworth and Beverley Road, western Boundary, to Frontenac Road Lot 17, Con. 4, 240 rods of old road were improved by grading 14 rods, gravelling 206 rods and putting in 3 tile culverts. Road No. 5, on the McLean Road, from the west Boundary at Lot 5 north-easterly to intersect a road at Lot 5, 10 rods of new road were graded and gravelled and 160 rods of old road improved by grading 75 rods and gravelling 117 rods. Road No. 6, on the Babcock Road, from the north Boundary at Lot 3, 167 rods of old road were improved by grading 47 rods, gravelling 167 rods, digging a ditch 75 ft. long and putting in 4 stone culverts. Road No. 6, Storms and Sharbot Lake Road from Road No. 1, Lot 6, easterly, 160 rods of old road were improved by grading 37 rods, gravelling 126 rods, ditching 70 rods and repairing 4 wooden culverts. Road No. 8, on Chapman and Garret Road from Road No. 1, Lot 9, Con. 6, north-easterly, 160 rods of old road were improved by grading 57 rods, crowning 157 rods with gravel and 37 rods with earth. Road No. 9, on the Vealy-McGinnis Road from Road No. 1 at Lot 2 to concession line 10 and 11, 240 rods of old road were improved by gravelling 267 rods and putting in 2 tile and 2 stone culverts.

Oso By-law No. 90.—Road No. 1, on the Clarendon Road, from Lot 28, Con. 6, west to Lot 28, Con. 4, 200 rods of old road were graded, 1 mile 30 rods gravelled, 6 cedar culverts built, 1 timber bridge constructed, a stone fill 75 ft. long covered with gravel, and considerable rock blasted out. Road No. 3, on the Bollingbrooke Road from Lot 2, Con. 4 to Lot 1, Con. 6, 60 rods of new road were graded and 127 rods ditched. Road No. 4, on the Boundary of Olden and Oso across Lots 1 to 8 inclusive, 237 rods of old road were graded, 40 rods gravelled, 134 rods ditched and 2 tile culverts put in. Road No. 5, on the Perth Road across Lot 21, Cons. 4 and 5, 101 rods of old road were graded, 167 rods gravelled, 90 rods ditched and 2 cedar culverts built. Road No. 6, in the Village of Sharbot Lake a rock fill 96 ft. long, 10 ft. deep and 15 ft. wide was made and a hill cut down 3 ft. Road No. 7, from Lots 16 to 19 on Con. 3, 48 rods of old road were graded, 88 rods gravelled, and 32 rods filled with stone and surfaced with gravel.

Pittsburgh By-law No. 17.—Road No. 1, between Cons. 4 and 5 across Lots 12 to 38, 1 mile 25 rods of old road were crowned with stone. Road No. 2, between Lots 32 and 33 across Cons. 9 and 11 and on Lot 38, Con. 11, 215 rods of old road were crowned with gravel. Road No. 3, across Lots 18 to 26 on Con. 3, 297 rods of old road were crowned with gravel.

Portland By-law No. 563.—Road No. 1, between Cons. 2 and 3 across Lots 10 to 15, 240 rods of old road were improved by cutting down a side hill 4 ft. and putting a 70 ft. railing on the lower side, grading 96 rods and gravelling 141 rods. Road No. 2, between Cons. 3 and 4, from Lots 10 to 18, 1 mile of old road was straightened, 284 rods being graded and 1 mile crowned with gravel. Road No. 5, from Verona west to Lot 14, Con. 11, a deep sand road was

repaired and surfaced with gravel 127 rods. Road No. 5, from Frontenac Road to Lot 8, Cons. 13 and 14, 240 rods of old road were improved by grading 118 rods and crowning 137 rods with broken stone and gravel.

Rear Leeds and Lansdowne By-law No. A.—Road No. 1, across Lots 7 to 10 on Con. 9, 65 rods of old road were graded, 177 rods gravelled, 2 tile and 2 stone culverts put in. Road No. 2, across Con. 10, Rear of Leeds, Lots 6 and 10, 240 rods of old road were improved by grading 175 rods and gravelling 125 rods. Five tile culverts 10 inches in diameter were placed. Road No. 3, running in a south-easterly direction across Lots 5 to 13, Rear of Lansdowne, $1\frac{1}{2}$ miles of old road were improved by grading 60 rods, gravelling 1 mile 130 rods, ditching 265 rods and putting in 4 tile culverts.

Ross By-law No. 323.—Road No. 1, between Cons. 6 and 7, across Lots 6, 7 and 8, 40 rods of old road were graded and gravelled and 1 cedar culvert built. Road No. 2, between Lots 26 and 27 across Con. 8, 160 rods of old road were graded and gravelled. Road No. 4, on the Ross and Bromley Townline across Lots 6 to 17, 160 rods of old road were graded and gravelled. Road No. 5, between Cons. 5 and 6 across Lots 19 and 20, 80 rods of old road were graded and gravelled. Road No. 6, between Cons. 3 and 4 across Lots 10 and 11, 160 rods of old road were graded and gravelled. Road No. 7, between Cons. 6 and 7, east from Lot 25, 160 rods of old road were graded and gravelled. Road No. 9, between Cons. 4 and 5 across Lots 17 and 18, 160 rods of old road were graded and gravelled. Road No. 10, on the Proof Line between Lots 10 and 11 across Cons. 7 and 8, 240 rods of old road were graded and gravelled.

Seymour By-law No. 878.—Road No. 1, on the road to Campbellford 1 mile 34 rods were graded and crowned with broken stone. Road No. 2, on the road between Campbellford and Burnt River, 1 mile 43 rods of old road were graded and gravelled.

Sommerville By-law No. 554.—Road No. 1, between Cons. 5 and 6 across Lots 16 to 28, $2\frac{1}{2}$ miles of old road were improved by filling several places with broken stone and earth and grading 25 rods. Road No. 2, between Lots 12 and 13 across Con. 4, 90 rods of old road were graded 16 ft. wide. Road No. 3, in a southerly direction across Lots 64 and 65, Front Range, 20 rods of old road were graded. Road No. 4, between Lots 3 and 4 across Cons. 9 and 10, 200 rods of new road were stumped, grubbed and partly graded. Road No. 5, between Lots 11 and 12 across Cons. 11 and 12, 90 rods of old road were improved by grading 40 rods and gravelling 50 rods.

South Crosby By-law No. 814.—Road No. 1, between Cons. 1 and 2 along the old Stone Road, Lots 22 to 27, 285 rods of old road were graded, surfaced with gravel and rolled. Road No. 4, on the Boundary between the Townships of Bastard and South Crosby, 1 mile of old road was repaired by gravelling 315 rods and making a stone fill at the railroad track about 90 ft. long and 24 ft. wide.

Stafford By-law No. 648.—Road No. 1, between Cons. 2 and 3 across Lots 3 to 6, 130 rods of old road were graded and 150 rods crowned with gravel. Road No. 2, between Lots 3 and 4 across Cons. 3 and 4, 75 rods of old road were graded and gravelled. Road No. 5, on the line between Cons. 4 and 5, Lots 4 to 7 a new cedar bridge having a span of 21 ft. was built and the approaches filled with 90 yds. of earth. Road No. 6, between Lots 9 and 10 across Con. 3, a new cedar bridge having a span of 30 ft. was built and a stone fill of 165 yds. made. Road No. 7, between Cons. 1 and 2, commencing at the bridge and extending north over the marsh, 25 rods of old road were graded and surfaced with earth and

a new cedar bridge with a span of 10 ft. built. Road No. 8, between Lots 18 and 19 across Con. 1 and part of Con. 2, 130 rods of old road were graded and surfaced with earth.

Storrington By-law No. 457.—Road No. 1, from Lot 15, Con. 1 to Lot 15, Con. 3, 1 mile of old road improved by grading 10 rods, ditching 15 rods and crowning 282 rods with broken stone. Road No. 2, on Con. 7 across Lots 17, 18 and 19, 1 mile of old road was improved by grading 210 rods, gravelling 258 rods and ditching $1\frac{1}{4}$ miles. Road No. 3, across Lots 1 to 7, Con. 6, 240 rods of old road were improved by grading 85 rods, gravelling 152 rods and putting in 2 tile culverts.

Tudor and Cashel By-law No. 212.—Road No. 1, on East Hastings Road, Con. A, Lot 18, to the school on Lot 22, 160 rods of old road were improved by grading 80 rods and crowning 160 rods with broken stone. Road No. 3, on the Gilmour and Cashel Road from Lot 12, Con. 18, to the Boundary line between Limerick and Cashel, 240 rods of old road were graded and crowned with broken stone and 353 yds. of stone banked ready for crushing next year.

Tyendinaga By-law No. 638.—Road No. 1, between Cons. 6 and 7 across Lots 35 to 40, 200 rods of old road were graded and gravelled. Road No. 3, between Lots 15 and 16 across Con. 2, 160 rods of old road were graded and gravelled and a cedar culvert built. Road No. 4, between Cons. 3 and 4 across Lots 25 to 20, 240 rods of old road were graded and crowned with gravel.

Westmeath By-law No. 130.—Road No. 1, through part of Lot 6 and Lots 7 and 8 in Con. 5, E.M.L., 240 rods of old road were graded and gravelled. Road No. 2, on the Townline of Westmeath and Ross opposite Lot 1 and part of Cons. 6 and 7, E.M.L., 160 rods of old road were graded and gravelled. Road No. 3, on the Westmeath and Pembroke Road across Lots 3, 4, 5 and 6 in North Front A, 240 rods of old road were graded and gravelled. Road No. 4, between Lots 15 and 16, Con. 8, E.M.L., 160 rods of old road were graded and gravelled. Road No. 5 on the Gower Line opposite Lot 1 in Con. E.F.B. and Lot 1 in Con. E.F.C, 240 rods of old road were graded and gravelled and 1 cedar culvert built. Road No. 6, on the Pembroke Road through Lots 10 and 11 and part of Lot 12 in Con. 3, E.M.L., 240 rods of old road were graded and gravelled. Road No. 7, on the road between Cons. 1 and 2, W.M.L., opposite part of Lot 4 and Lot 5, 200 rods of old road were graded and surfaced with gravel.

Westport By-law No. "A."—Road No. 1, on Spring Street from Main Street to Church Street, 10 rods were graded and crowned with broken stone. Road No. 2, on Main Street from Bedford Street to the bridge, 25 rods were graded and crowned with broken stone. Road No. 3, on Bedford Street from George Street to Mountain Road, 30 rods were graded and crowned with broken stone. Road No. 4, on the Concession Road from the Convent to Bedford Street 8 rods were graded and crowned with broken stone a width of 22 ft.

Wollaston By-law No. 6.—Road No. 1, on the line between Cons. 8 and 9 across Lots 1, 2 and 3, 240 rods of new road were opened up by stumping and grading 180 rods, corduroying 11 rods and building 2 cedar culverts. Road No. 2, between Lots 15 and 16 across Cons. 9 to 16 inclusive 240 rods of old road were improved by side-brushing 100 rods, grading 240 rods and building 7 cedar culverts.

TEMISKAMING.

Brethour Township Roads.—A new road 2 miles in length was opened up on the line between Cons. 4 and 5 across Lots 5, 6, 7 and 8. This road was

surfaced with earth 30 rods, ditched on one side 280 rods and on the other side 240 rods, 2 wooden culverts were placed and an earth cut and fill of 1,200 cu. yds. made. On the line between Cons. 3 and 4 a new road was opened up across Lot 9 by stumping and grubbing 60 rods, grading 140 rods, building 1 wooden culvert, constructing 1 16 ft. timber bridge and making an earth fill of 711 cu. yds. On the line between Cons. 5 and 6 across Lots 6, 7 and 8 a new road $11\frac{1}{2}$ miles in length was worked over, 100 rods being cleared, 150 rods stumped and grubbed and 290 rods graded. On the line between Cons. 2 and 3 across Lots 6, 7 and 8, 60 rods of new road were constructed by being stumped and graded and 1 mile of old road was improved by grading 265 rods and building 3 wooden culverts.

Bucke Township Roads.—The road from the boundary of Bucke and Firstbrook across Lots 1, 2, 3 and 4 on the line between Cons. 4 and 5 was improved by clearing, stumping and grading 76 rods of new road, grading 165 rods of old road, crowning with gravel 35 rods, with earth 20 rods, with broken stone 45 rods, building 2 wooden culverts, making an earth fill of 117 cu. yds. and a stone fill of 222 cu. yds. The Haileybury and New Liskeard Road working south from the north Boundary was improved by grading 1 mile 40 rods, building 3 wooden culverts, making a fill of 605 cu. yds. of earth and clearing, stumping and grading 20 rods of new road.

Cane Township Roads.—On the line between Lots 10 and 11 a new road 1 mile in length was opened up across Con. 4 by stumping and grubbing 40 rods, grading 80 rods, gravelling 16 rods, corduroying 30 rods and ditching 80 rods. A new road was constructed between Lots 8 and 9 on Con. 3 by clearing 37 rods, stumping 160 rods, grading 52 rods, gravelling 68 rods, corduroying 42 rods and ditching 52 rods. On the line between Lots 1 and 2 a new road was opened up across the south half of Con. 5, 145 rods being cleared, stumped and graded, 290 rods ditched and 1 wooden culvert built. On Con. 2 between Lots 4 and 5 a new road 179 rods in length was stumped and graded, 12 rods corduroyed, 1 wooden culvert put in and an earth fill of 132 cu. yds. made. On the line between Lots 6 and 7 north from the T. & N. O. Railway a new road 160 rods in length was cleared, stumped, graded and ditched on one side. Across Con. 5 between Lots 4 and 5, 160 rods of new road were cleared, stumped and grubbed and 160 rods of old road graded. The old road was further repaired by putting in 1 wooden culvert, 12 rods of crosslay and making a fill of 159 cu. yds. of earth.

Casey Township Roads.—A new road on Con. 6 across Lots 1, 2 and 3 was opened up, 240 rods were cleared, 1 mile stumped and grubbed, 1 mile graded, 2 miles 108 rods ditched and 2 wooden culverts built. A new road across Con. 6 on the Townline of Casey and Harley was cleared, stumped and grubbed and 104 rods ditched. A new road between Lots 2 and 3 on Con. 2 was stumped and grubbed 240 rods, graded and ditched 280 rods. One mile of new road was opened up across Lots 1 and 2 on the Townline of Casey and Brethour, 290 rods being stumped and graded, 90 rods gravelled, 15 rods corduroyed, 15 rods of outlet ditch and 2 wooden culverts built.

Dymond Township Roads.—The road on Con. 4 between Lots 6 and 7 was improved by constructing a new 40-ft. timber bridge and making an earth fill of 611 cu. yds. The old West Road at Lot 7 was straightened by clearing and stumping 40 rods of new road, grading 80 rods, gravelling 40 rods, building 3 wooden culverts and making an earth fill of 722 cu. yds. The old North Road was surfaced with gravel 75 rods in Con. 3. There was a long haul for the gravel. The old East Road was surfaced with gravel 57 rods on Lot 9. The Lake Shore

Road commencing at Lot 12, Con. 2, working easterly was improved 160 rods by gravelling 20 rods, building 1 wooden culvert, making a fill in a creek bed of 461 cu. yds. of earth and 30 cu. yds. of stone. A new road was also cleared 100 rods, stumped and grubbed 120 rods and ploughed ready for grading 160 rods. The road on Con. 2 commencing at Lot 1 and working easterly to Lot 7 was improved 3 miles by grading $2\frac{1}{2}$ miles, surfacing with earth 70 rods and making a cut and fill of 1,546 cu. yds. of earth and 10 cu. yds. of stone. Included in the above is 700 ft. of railing along embankments to protect traffic made with cedar posts and 2 x 4 scantling; also raised 60 ft. of a bridge approach 3 ft.

Evanturel, between Lots 8 and 9 across Concession 4.—A new road 160 rods in length was stumped and grubbed 32 ft. wide, 13 wooden culverts put in, and an earth cut of 1,263 cu. yds. made.

Firstbrook Township Roads.—The road between Lots 4 and 5 across Cons. 5 and 6 was improved 2 miles by grading 160 rods, surfacing with earth 160 rods, building 4 wooden culverts and 1 timber bridge, ditching 42 rods, corduroying 5 rods and making an extra fill of 75 cu. yds. The road on Con. 5 across Lots 1, 2, 3 and 4 was improved 2 miles by removing stumps and boulders from 1 mile, grading 1 mile, surfacing with earth 100 rods and crowning 20 rods with broken stone. Between Lots 8 and 9 across Con. 5, 1 mile of new road was cleared, stumped and grubbed and the surface of the road levelled up, 4 wooden culverts built, 12 rods corduroyed and 60 rods ditched.

Harley Township Roads.—The road across Lots 9 and 10 on Con. 6 was improved 1 mile by filling in 2 very deep ravines, after putting a substantial wooden culvert in each. The culverts were well braced with railings. Gravel was spread on 37 rods, and the cuts and fills amounted to 1,785 cu. yds. The road between Lots 4 and 5 across Con. 2, which was cleared out last year, was made suitable for traffic by putting in 45 rods of crosslay, 1 wooden culvert and ditching 1 mile on one side of the road. The other side of the road was ditched under By-law work. On the Townline of Harley and Dymond 160 rods of old road were graded and gravelled and 160 rods of new road opened up by stumping 120 rods, grading 160 rods and gravelling 100 rods. A new road on Con. 6 across Lots 6 and 7 was opened up by clearing 240 rods, stumping 1 mile, putting in 2 wooden culverts, grading 160 rods 24 ft. wide and 160 rods 12 ft. wide.

Harris Township Roads.—The Boundary of Casey and Harris across Lots 8, 9 and 10 was improved $1\frac{1}{4}$ miles by side-brushing and stumping $1\frac{1}{4}$ miles, grading 1 mile and digging 2 miles of ditches. The road on Con. 6 across Lot 5 was graded and ditched and 1 wooden culvert built. A new road 240 rods in length between Lots 2 and 3 across Con. 6 was opened up through a muskeg, 220 rods being cleared and stumped, 240 rods graded and 1 mile 15 rods of ditching. There is about 80 rods of ditch on one side to finish. The Harris Main Road was improved 240 rods in Con. 3 by building 1 wooden culvert and surfacing 240 rods with gravel. This road was also surfaced with gravel 166 rods in the northerly part of Con. 4.

Henwood Township Roads.—A new road $1\frac{1}{2}$ miles in length was opened up on Con. 2 working westerly from Lot 1, there being 150 rods stumped, 145 rods graded, 3 wooden culverts and 1 38-ft. timber bridge built. A new road 1 mile in length on Con. 4, Henwood and Cane Boundary, was opened up by stumping 10 rods, grading 1 mile, building 4 wooden culverts and making an earth fill of 604 cu. yds. A deviation 140 rods in length on the line between Cons. 2

and 3 working westerly from Lot 1 was made on account of the Wabis River. The work consisted of stumping 80 rods, grading 130 rods, building 4 wooden culverts and 1 16-ft. timber bridge. The bridge is built on pile piers well braced and covered with 2-in. tamarac. On the line between Cons. 5 and 6 across Lots 1 and 2, 1 mile of new road was ploughed and graded, 4 wooden culverts built and an outlet ditch 25 rods in length made. On the line between Lots 6 and 7 across Con. 2, 1 mile of new road was opened up by clearing 105 rods, stumping 260 rods, ditching 1 mile and building 1 wooden culvert.

Hilliard Township Roads.—A new road 1 mile in length was cleared 160 rods, stumped and grubbed 1 mile, ditched on both sides, and the earth from the ditches thrown to the centre of the road, half of the work being across Lot 12 on Con. 5 and the remainder directly north on the Townline of Hilliard and Brethour. A new road 2 miles in length was opened up between Lots 2 and 3 across Con. 3, thence westerly 1 mile on the line between Cons. 2 and 3. The work on this road was clearing 60 rods, stumping $11\frac{1}{4}$ miles, ploughing and grading 2 miles, surfacing with earth 20 rods, making cuts and fills amounting to 370 cu. yds. and building 6 wooden culverts. Two miles of old road were repaired on the line between Cons. 1 and 2 across Lots 3, 4, 5 and 6 by removing stones from a ridge 45 rods long, ditching 2 miles, making earth cuts and fills 1,193 cu. yds. and building 5 wooden culverts. The Hilliard and Harley Townline westerly from Lot 11 was improved $11\frac{1}{4}$ miles through a deep muskeg the whole way, $11\frac{1}{4}$ miles being stumped and graded and $11\frac{1}{2}$ miles ditched. One ditch was put in some years ago and the earth from it was thrown on the stumps which made it very difficult to remove the stumps now.

Hudson Township Roads.—The Hudson and Lundy Townline was opened up 130 rods on Con. 3 by being cleared, stumped and grubbed. The road on the 1th Con., across Lots 7 to 12 inclusive, was improved 3 miles by spreading gravel over 1 mile 140 rods. The road on the 2nd con., across Lots 1 and 2, was improved by grading 240 rods and surfacing with broken stone and gravel 207 rods. The stone was crushed with a crusher and this made the work expensive. The road on Con. 6, across Lots 7 and 8, was opened up 1 mile by clearing 184 rods, stumping 226 rods, grading 226 rods, gravelling 42 rods and building 1 wooden and 2 concrete culverts.

Kearns Township Roads.—A new road 1 mile in length was opened up across Con. 5, between Lots 8 and 9, by stumping, ploughing and grading 1 mile, building 6 wooden culverts and making cuts and fills of earth amounting to 573 cu. yds. A new road on the line between Cons. 2 and 3 240 rods in length was ploughed and graded across Lots 1 and 2. Earth cuts and fills were made amounting to 3,614 cu. yds. The road between Cons. 2 and 3, across Lots 5 and 6, was improved 1 mile by reducing the grades on the hills and filling in ravines. One wooden culvert was built and the earth cuts and fills amount to 266 cu. yds.

Lundy Township, Concession 3, Lots 2, 3 and 4.—This road was improved a distance of $11\frac{1}{2}$ miles by being side-brushed, stumped and grubbed 1 mile 90 rods, graded 1 mile 20 rods, surfaced with earth 46 rods and putting in 7 wooden culverts.

Robillard Township, between Lots 2 and 3, across Concessions 1 and 2.—A new road 2 miles in length, which had been previously cleared and stumped, was ploughed and graded $11\frac{1}{2}$ miles and surfaced with earth 25 rods. There were 7 wooden culverts and 25 rods of corduroy put in and cuts and fills made amounting to 1,451 cu. yds.

REPAIRS AND MAINTENANCE.

Brethour, East Side of White River, Concession 1. Lot 1.—A new road 240 rods in length was opened up 80 rods east on the blind line, and thence 160 rods south by clearing 160 rods, stumping and grading 210 rods and putting in 6 wooden culverts.

TEMISKAMING BY-LAWS.

Bucke By-law No. 187.—Road No. 1, on the line between Cons. 5 and 6, across Lots 5 and 6, 1 mile of old road was graded. Road No. 2, on the line between Lots 8 and 9, across Con. 5, 240 rods of old road were improved by ploughing and grading 190 rods and making an earth fill of 15 cu. yds. Road No. 3, on the line between Lots 6 and 7, across Cons. 4 and 5, 1 mile of old road was improved by surfacing with gravel 200 rods. Road No. 4, on the Bucke and Dymond Townline west 1 mile from Lake Shore Road, 240 rods were graded and grades on the hills reduced over a distance of 80 rods. Road No. 5, on the west road from Fleming's Corners to Firstbrook, 160 rods of old road were improved by grading 25 rods, ditching 10 rods, building 1 wooden culvert and making an earth fill of 259 cu. yds., and a stone fill of 30 cu. yds. Road No. 6, on King St., North Cobalt, from Cross Lake Road to Stewart St., 58 rods of old road were improved by surfacing 23 rods with earth and 25 rods with gravel. Road No. 7, on Louise St., Con. 1, 40 rods of new street were graded. Road No. 8, on Lakeview Avenue, from the T. & N. O. Station to Mill Creek, 216 rods of old road were crowned with stone and gravel. Road No. 9, on Beech Street, Con. 2, 37 rods of old road were crowned with broken stone and earth. Road No. 10, on Main Street, Con. 2, 30 rods of new road were graded. Road No. 11, on the Mill Creek Road, 25 rods of old road were surfaced with broken stone and 1 wooden bridge repaired by putting on 20 ft. of flooring, 40 ft. of railing and making an earth fill of 80 cu. yds. Road No. 12, on the Lake Shore Road between Haileybury and New Liskeard, 2½ miles of old road were improved by grading 80 rods, surfacing with gravel 19 rods, clearing, stumping and grading 29 rods of new road and building 3 wooden culverts; the new work was to straighten unnecessary crooks. Road No. 13, on the line between Cons. 10 and 11, across Con. 4, 1 mile of old road was graded. Road No. 14, on the west road from Haileybury to Fleming's Corners, 3 miles of old road were graded. Road No. 15, on the line between Cons. 6 and 7, across Lot 3, 160 rods of new road was stumped and graded and 1 wooden culvert built.

Casey By-law No. 29.—Road No. 1, on the line between Lots 3 and 4, across Con. 6, 160 rods of new road were worked over, 24 rods being stumped and grubbed, 57 rods ditched and 1 wooden culvert built. Road No. 2, between Lots 6 and 7, across Con. 6, 1 mile of old road was improved by grading 110 rods, ditching 140 rods, building a 25 ft. timber bridge and making an earth cut and fill amounting to 209 cu. yds. Road No. 3, between Cons. 4 and 5, across Lots 8 to 11, 165 rods of old road were ditched and 20 rods of new road were opened up. Road No. 4, on Con. 4, from Blanche River east to the Provincial Line, 2 miles of old road were improved by grading 1 mile 285 rods, ditching 125 rods and building 2 wooden culverts. Road No. 5, on Wright's Creek Road, from Judge to Pearson, 2 miles of old road were improved by making general repairs, grading and ditching 80 rods and building 2 wooden culverts. Road No. 6, on the 3rd Con. from Wright's Creek east to the Provincial Line, 24 rods of new road were stumped and ditched. Road No. 7, on Con. 1, across Lots 10 and 11, 20 rods of

new road were stumped and ditched. Road No. 8, on Con. 6, from Wright's Creek east to the Provincial Line, 52 rods of new road were cleared, stumped and ditched and 2 wooden culverts built. Road No. 9, on Con. 6, across Lots 2 and 3, 80 rods of new road were stumped, surfaced with earth and ditched. Road No. 10, on Con. 5, across Lots 3 and 4, 120 rods of new road were stumped and graded and 1 wooden box culvert placed. Road No. 11, on the line between Cons. 4 and 5, across lots 4 to 7, 1 mile of new road was opened up by stumping and grading 140 rods, ditching 180 rods, and building 3 wooden culverts; on Con. 4, across Lots 7 and 1, 240 rods of old road were improved by removing 60 rods of corduroy, grading 140 rods and gravelling 60 rods. Road No. 13, between Lots 6 and 7, across Cons. 2 and 3, 80 rods of new road were stumped and graded. Road No. 14, on Con. 3, across Lots 7 and 8, 40 rods of old road were crowned with stone and gravel. Road No. 15, on Con. 2, across Lots 6, 7 and 8, 90 rods of old road were surfaced with earth. Road No. 16, on the west boundary across Cons. 1 and 4, 80 rods of old road were worked over, 50 rods being surfaced with earth and 2 wooden culverts built. Road No. 17, between Lots 3 and 4, across Con. 1, 48 rods of new road were cleared, stumped and grubbed and 1 wooden culvert put in; 120 rods of creek cleared, 15 rods ditched and an earth fill of 98 cu. yds. made. Road No. 18, on Con. 3, across Lots 3 and 4, 75 rods of new road were stumped and ditched and 10 rods graded. Road No. 19, on the south boundary, across Lots 1 to 5, 56 rods of new road were cleared, stumped and ditched. Road No. 20, on the hill east of Casey Mine, 80 rods of old road were improved by making an earth fill of 1,467 cu. yds., surfacing 20 rods with stone and 60 rods with earth.

Dymond By-law No. 121.—Road No. 1, through the Hawkesworth property and the McCamus Survey, 1 mile of old road was improved by grading 240 rods and making general repairs on the other 80 rods. Road No. 2, between Lots 6 and 7, across Cons. 1 and 2, 160 rods of new road were stumped and graded. Road No. 3, on Con. 2, from the Hudson Townline east to the West Road, 80 rods of old road were improved by grading 80 rods, surfacing with earth 40 rods, with gravel 20 rods, building 1 stone culvert and filling in a washout with stone. Road No. 4, on Con. 3, from Hudson Townline east to Wabis River, 11½ miles of old road were improved by grading 80 rods, making an earth fill of 230 yds. and putting a 50-ft. railing along an embankment. Road No. 5, from Cheater's Corners east to the Wabis River, 1 mile of old road was improved by grading 240 rods, surfacing with earth 60 rods and making an earth cut of 60 cu. yds. Road No. 6, on Con. 5, from the Hudson Townline to the Wabis River, 160 rods of old road were improved by making an earth fill of 1,018 cu. yds. Road No. 7, on Con. 6, from the Hudson Townline to the Wabis River, 40 rods of new road were opened up by stumping and grubbing 20 rods, building 1 stone culvert and making 2 cuts and fills of earth, one 318 cu. yds., the other 54 cu. yds. Road No. 8, on Con. 6, from the Hudson Townline west to the Wabis River, 160 rods of old road were graded and an earth fill of 223 cu. yds. made. Road No. 9, on Con. 5, opposite Lots 11 and 12, 160 rods of new road were cleared, stumped and grubbed. Road No. 10, on the Hudson and Dymond Townline north from Con. 4, 80 rods of old road were improved by making an earth cut and fill of 716 cu. yds. Road No. 11, between Lots 2 and 3, north from Bucke Townline to Con. 4, 160 rods of old road were graded and 160 rods of new road constructed by stumping and grubbing 160 rods, grading 100 rods, gravelling 40 rods, ditching 40 rods, building 3 wooden culverts and making an earth cut and fill of 60 cu. yds. Road No. 12, between Lots 2 and 3, north from the 4th Con., 160 rods of old road were repaired by putting in 2 concrete culverts and making an earth cut and fill of 300 cu. yds.

Road No. 13, on the River Road north from Con. 4, 274 rods of old road were graded. Road No. 14, between Lots 6 and 7, north from Con. 4, 1 mile of old road was graded. Road No. 15, on the North Road from Harley Townline to New Liskeard, 4 miles of old road were graded, 121 rods surfaced with gravel, a railing put along a big gully 17 rods in length, and also a railing 161 rods in length along a side ditch to protect traffic. Road No. 16, on the Townline of Harris and Dymond, 1 mile, 20 rods of old road were graded and 1 wooden culvert placed. Road No. 17, on the West Road, from New Liskeard to Hudson Boundary, 4½ miles of old road were improved by grading 3 miles, surfacing with gravel 1 mile, 89 rods, building 9 wooden culverts and making an earth cut of 650 cu. yds. Road No. 18, on the east road from New Liskeard towards the Harris Boundary, 2 miles of old road were improved by grading 1 mile and gravelling 112 rods.

Evanturel By-law No. 110.—Road No. 2, between Lots 2 and 3, from Cons. 2 to 4, 165 rods of old road were surfaced with earth. Road No. 4, between Lots 11 and 12, Con. 4, 160 rods of new road were graded. Road No. 5, on Con. 2, from Lots 7 to 10 inclusive, 2 miles of old road were improved by grading 240 rods and cleaning 1 mile, 40 rods of ditches. Road No. 6, between Cons. 4 and 3, across Lots 9, 10, 11 and 12, 1½ miles of old road were improved by making general repairs, building 2 wooden culverts, and making an earth fill of 994 cu. yds. Road No. 7, between Lots 6 and 7, from the Townline of Armstrong to Con. 4, 2 miles of old road were improved by grading 2 miles, surfacing with earth 80 rods, building 2 wooden culverts, and making an earth fill of 50 cu. yds. Road No. 8, between Cons. 5 and 6, east from Lot 4, 160 rods of old road were graded and ditched. Road No. 9, between Lots 6 and 7 south from the north Boundary, 2½ miles of old road were graded, 35 rods surfaced with earth and 1 timber bridge repaired. Road No. 10, between Cons. 4 and 5, west from Lot 4, 160 rods of old road were improved by putting in 40 rods of cross-lay and surfacing 100 rods with earth. Road No. 12, between Cons. 2 and 3, across Lot 5, 120 rods of new road were cleared and stumped and 160 rods graded.

Harris By-law No. 39.—Road No. 1, on the Boundary of Harris and Casey, across Lots 2 and 3, 1 mile of old road was improved by cleaning 1 mile of ditches and gravelling 20 rods. Road No. 2, across Con. 6, between Lots 6 and 7, 1 mile of old road was graded, 2 wooden culverts built, 160 rods ditched and an earth fill of 300 cu. yds. made. Road No. 3, on the line between Cons. 5 and 6, east from the east side of Lot 6, 80 rods of old road were improved by grading 40 rods, cleaning 80 rods of ditch and making an earth fill of 200 cu. yds. A new road 80 rods in length was stumped and grubbed. Road No. 4, between Cons. 5 and 6, from the west side of Lot 3 to the west Boundary, 1 mile of old road was improved by removing boulders from 160 rods, grading 240 rods and making a small fill. Road No. 5, on the Boundary of Harris and Dymond, north from the 3rd Con., 1 mile of old road was graded and a small outlet ditch constructed. Road No. 6, between Cons. 3 and 4, east from the Dymond and Harris Boundary, 60 rods of new road were stumped and graded and 1½ miles of old road were improved by being graded and putting in 1 wooden culvert. Road No. 7, on the line between Cons. 2 and 3, east from the west boundary, 1 mile of old road was graded and a stone fill of 53 cu. yds. made. Road No. 8, between Cons. 1 and 2, east from the Lake Shore Road, 80 rods of new road stumped and graded and 1 wooden culvert built. A bridge was re-covered with 3-in. plank. Road No. 9, on the Lake Shore Road, and between Cons. A and 1, 1 mile of old road was improved by stumping and grubbing 10 rods, grading 60 rods, making an earth cut of 201 cu. yds., build-

ing 1 wooden culvert and 1 16-ft. timber bridge. The Municipality purchased 2 road drags at a cost of \$30.

Hilliard By-law No. 58.—Road No. 1, across Lot 6, Con. 1, 1 wooden culvert was built and an earth cut and fill of 1,067 cu. yds. made. Road No. 2, on Con. 2, Lots 1, 3 and 4, 1 mile of old road was improved by grading 160 rods, building 3 wooden culverts and making an earth cut and fill of 1,000 cu. yds. The work on Lot 1 was only putting in a wooden culvert. Road No. 3, between Lots 4 and 5, across Cons. 1 and 2, 80 rods of old road were improved by grading 80 rods, surfacing with earth 20 rods and making an earth cut and fill of 1,050 cu. yds. Road No. 4, between Lots 10 and 11, Con. 2, 100 rods of new road were graded and ditched near the north end of Con. 2. A wooden culvert was put in on Con. 3, on the road between Lots 8 and 9. Road No. 5, between the north half of Lot 2 and 3, and across Lot 3, Con. 4, 80 rods of old road were improved by grading 41 rods and making an earth cut and fill of 1,479 cu. yds. Road No. 6, between Lots 8 and 9, across Con. 4, 1 mile of old road was graded and 1 wooden culvert built. Road No. 7, on Con. 5, across Lots 3 and 4, 164 rods of old road were surfaced with earth, 1 wooden culvert built and an earth cut of 850 cu. yds. made. Road No. 8, on the road leading to the 5th Con. line from the road between Lots 6 and 7, and across Lot 8, Con. 5, 240 rods of old road were improved, 160 rods being surfaced with earth and 40 rods ditched. Road No. 9, between Lots 2 and 3, across Con. 5, 240 rods of old road were surfaced with earth and 280 rods of ditches cleaned. Road No. 10, on Con. 6, across Lots 6 and 7, 160 rods of new road were opened up by stumping 57 rods, ditching 60 rods, corduroying 57 rods and building 2 wooden culverts. Road No. 11, between Lots 6 and 7, across Con. 6, thence across Lots 9 and 10 on the north Boundary, $1\frac{1}{2}$ miles of old road were improved by grading 1 mile 20 rods, ditching 100 rods and building 1 wooden culvert. Road No. 13, this Municipality ploughed 5 miles of road and graded it with a grader in different parts of the township.

Hudson By-law No. 50.—Road No. 1, between Cons. 1 and 2, across Lots 1, 2 and 3, and on the east Boundary across Con. 2, 1 mile 240 rods of old road were improved by ploughing and grading $1\frac{1}{2}$ miles, gravelling 240 rods, and putting in 1 wooden culvert. Road No. 2, between Cons. 3 and 4, across Lot 7, 80 rods of old road were improved by cleaning and deepening 90 rods of ditches, building 2 wooden culverts, protecting a side hill with a wall made of posts and planks and gravelling 20 rods. Road No. 3, between Lots 6 and 7, across Con. 4, 260 rods of old road were graded, 60 rods gravelled and 3 wooden culverts built. Road No. 4, between Lots 2 and 3, across Cons. 4 and 5, 160 rods of old road were surfaced with gravel, 4 wooden culverts built and an outlet ditch 30 rods in length constructed. Road No. 5, on the east Boundary, across Con. 6, 160 rods of old road were improved by grading 160 rods, surfacing with earth 160 rods and making an earth fill of 210 cu. yds. Road No. 6, between Lots 4 and 5, across Con. 5, 1 mile of old road was side-brushed, stumped, graded and improved by making general repairs, also putting in 2 wooden culverts. Road No. 7, between Lots 8 and 9, across Con. 5, 1 mile of old road was improved at different points by surfacing 73 rods with earth and making cuts and fills totalling 100 cu. yds.

Kearns By-law No. 120.—Road No. 1, between Cons. 1 and 2, across Lots 1 and 2, 160 rods of old road were levelled, graded and ditched on one side. Road No. 2, between Lots 2 and 3, across Con. 2, 125 rods of new road were stumped, grubbed and ditched. Road No. 3, between Cons. 1 and 2, across Lots 10, 11 and 12, 160 rods of new road were worked over, 60 rods being stumped, 55 rods graded and cuts and fills totalling 389 cu. yds. made. Road No.

4, between Lots 8 and 9, across Con. 3, 160 rods of new road were worked over, 60 rods ditched, and 90 rods corduroyed. Road No. 5, between Cons. 2 and 3, across Lots 10, 11 and 12, 160 rods of old road were levelled and graded and cuts and fills amounting to 663 cu. yds. made. Road No. 6, between Cons. 2 and 3, across Lots 3 and 4, 160 rods of old road were improved by making earth cuts and fills totalling 176 cu. yds., building 2 wooden culverts and repairing a timber bridge by putting in 4 new stringers 38 ft. long and a new floor of 2-in. plank. Road No. 7, between Cons. 4 and 5, across Lots 2, 3 and 4, $1\frac{1}{2}$ miles of old road were graded, and a new 40 ft. timber bridge constructed. Road No. 8, between Cons. 3 and 4, across Lots 2, 3 and 4, 160 rods of old road were improved by surfacing 80 rods with earth and cleaning 100 rods of ditches. Road No. 9, between Cons. 4 and 5, across Lots 5, 6, 7 and 8, cut sand fills totalling 400 cu. yds. were made and 1 wooden culvert built. Road No. 10, between Cons. 5 and 6, across Lots 1, 2 and 3, 1 mile of old road was improved by surfacing 15 rods with earth, ditching 40 rods and making cuts and fills amounting to 92 cu. yds. Road No. 11, between Lots 4 and 5, across Con. 5, 160 rods of old road were improved by repairing a bridge over the Wabis River, constructing an under-drain and making a fill of 50 cu. yds. of earth. Road No. 12, between Cons. 5 and 6, from Lots 6 to 10, inclusive, cuts and fills totalling 400 cu. yds. were made and 1 64-ft. timber bridge partially built. Road No. 13, between Lots 10 and 11, across Con. 5, a new 36-ft. timber bridge with a King truss and approaches 32 ft. in length were built. Road No. 14, the Municipality worked over 65 miles of old road, grading 6 miles, surfacing 50 rods with earth, building 12 wooden culverts, building 1 20-ft. timber bridge, constructing at the bridge 100 ft. of waterslide made of 2-in. plank, making cuts and fills totalling 1,250 cu. yds. and ditching 250 rods.

TRUNK ROADS.

Bridgeland Trunk Road.—The first part of the work this year was on the new location $4\frac{1}{2}$ miles in length commenced last year. During the present season $11\frac{1}{2}$ miles were cut, cleared and logged to a width of 32 ft. Two bridges were constructed over the Little Thessalon River, one having a span of 54 ft. and 2 approaches each 35 ft. in length, the other a span of 47 ft. with an approach of 30 ft., and the other approach 24 ft. in length. In addition to this the only hill of any account, being in a valley at the centre of the cleared portion, has been graded. The other portion of the work was at the north end of the road near Dunn's Valley and the 2 miles, which were cleared 2 years ago, have been graded this year. The Bridgeland Road is now in condition for winter traffic but until a large amount of grubbing, corduroying and grading is done will not be open for summer traffic.

Gowganda Trunk Road.—The road was improved its whole length 28.5 miles by making general repairs. Boulders were removed from the road extending over distances aggregating 3 miles. Five hills were improved by reducing their grade. Stone and gravel were placed at the foot of these hills totalling 200 rods. Grading, gravelling and ditching amounting to 1 mile were done. Corduroy in 13 different places totalling 120 rods was lowered flat on the ground and covered with sand or gravel. Other pieces of corduroy were repaired and covered with sand or gravel 1 load deep, about $1\frac{1}{4}$ miles being so surfaced. Thirty culverts and 6 bridges were repaired at different points along the road. A new 14-ft. timber bridge, having its abutments filled with stone and gravel, was constructed.

Manitoulin Island Trunk Road.—This road was extended this year from the 35th sideroad between Cons. 1 and 4, Howland, by constructing 1 mile 205 rods of new road. The work consisted of clearing, stumping and grubbing 100 rods, grading $1\frac{1}{4}$ miles, gravelling 1 mile 205 rods, ditching 20 rods, building 4 stone culverts, making a hard pan cut of 1,511 cu. yds., making a rock fill of 75 rods and making an earth fill of 4,286 cu. yds. This was a hard, stony road to make, and on it was a big hill which was very hard to cut down as most of it had to be blasted.

McIntyre, Oliver and Neebing Trunk Road.—The work on this road was an extension of the road built by the Municipality of Neebing under By-law, its location being from the Oliver Road along the line between Mining Claims A and B, thence easterly along the southerly limit of B, thence southerly to William Street to join the first mentioned road. A new road 1 mile 240 rods in length was cleared, stumped, graded and surfaced with gravel and broken stone, 3 wooden culverts were built, 1 mile 60 rods ditched and 1,000 yds. of earth removed.

Moss Township Trunk Road.—This work was a continuation of the road commenced last year and was extended $1\frac{1}{2}$ miles by clearing, stumping and grubbing $1\frac{1}{2}$ miles, ditching 1 mile, corduroying 160 rods, and building 5 tamarack culverts.

Sudbury-Sault Ste. Marie Trunk Road.—Algoma Section—The work on this section was completed this year. Two and one-half miles of new road were grubbed, graded and gravelled. On the former work several stretches of sand, totalling 240 rods, were clayed and gravelled and a further 240 rods gravelled. Ten corrugated culverts with concrete or stone ends were put in on this road. Espanola Station Road.—This road consisted of a new location $1\frac{3}{4}$ miles in length, connecting the Trunk Road with the C.P.R. Station at Espanola, and affording a new and necessary route between the Village of Espanola and the said station. This new location was necessary since the previous road, which was a mere trail and quite impassable at various times during the year, lay largely within the right-of-way of the Algoma Eastern Spur, connecting the Espanola Station with the Village of Espanola, and could not be moved from the said right-of-way since for a considerable distance they both lie between a narrow, rocky gorge. Work on this new location was commenced during the season of 1914, but owing to suspension of operations was left unfinished. During the present season 240 rods have been graded and $1\frac{1}{2}$ miles gravelled. This road is now in good condition. Spanish-Cutler Section.—On this section 280 rods of new road were constructed, being cleared to a width of 66 ft. and grubbed and graded to a width of 24 ft. This road consists of 2 diversions, one of 120 rods, the other of 160 rods, both of which avoid some bad hills, which when washed out were often impassable to any but the lightest traffic. In addition a few repairs at various points along the road were made. Webbwood-Espanola Section.—In the spring a wash-out at the McKee farm, on the upper bank of the Spanish River, was filled with 450 yds. of stone. Later on in the season many necessary repairs were made to the numerous embankments which at many places wash out slightly due to rain. A small amount of gravelling on some of these embankments was also done, amounting in all to about 100 yds. of material.

STATEMENT OF EXPENDITURE

ON

COLONIZATION ROADS AND BRIDGES

IN THE YEAR 1915

SUMMARY OF EXPENDITURE ON COLONIZATION ROADS IN THE YEAR 1915.

NORTH DIVISION.

Name of Road.	Expenditure.
Aberdeen, Lots 4 and 5, Con. 2, Big Hill Road.....	\$300 00
Allan Township (Unorganized)	400 00
Assiginack Township Roads:—	
McCauley Section	200 00
Young Section	56 00
Aubrey Township Roads	300 00
Balfour Township Roads	300 00
Balfour Morgan Road	200 00
Barrie Island, 2nd Con.	90 00
Barrie Island, 4th Con.	99 41
Barrie Island, 6th Con., 15th Sideroad, East	100 00
Bidwell Township Roads	200 00
Billings Township Roads:—	
Foster Section	100 00
Tustian Section	99 24
Richards Section	100 00
Billings and Carnarvon Townline	94 01
Bleazard Township Roads	150 00
Bright, Con. 5, East from North-West Corner of Lot 1.....	497 90
Brittainville to Long Bay	99 84
Broder Township Roads:—	
Lot 3 to East Boundary of Lot 2, Con. 5	200 00
Lots 9 and 10, Con. 4	199 80
Burpee Township Roads:—	
Harper Section	145 00
Parton Section	100 00
Morrison Section	100 00
McKinley Section	125 00
Bracken Section	124 98
Burpee Townline, 3rd Con. North	147 87
Campbell Township Roads	198 88
Campbell and Carnarvon Townline	150 00
Capreol Township Roads:—	
Lots 10 and 11, Con. 2	300 00
Lot 10, Con. 3	199 25
Carnarvon Shore Road	100 00
Chapleau Township Roads	480 43
Cooks Road	300 00
Cranberry Flats Road	600 00
Creighton and Balfour Boundary	100 00
Cuthbertson Road, Con. 7	299 75
Dawson Road Township Roads	500 00
Dawson Township Roads	100 00
Dill Township Roads:—	
Richard's Lake, North	147 93
Richard's Lake South	150 00
Dorion Township Roads	998 09
Dunlop Hill, Sheguindah	149 72
Dunn's Valley Road Deviation	142 95
Espanola Station, North	100 00
Espanola Station, East	100 00
Eton Township Roads	298 01
Falconbridge Township Roads:—	
Lots 10 and 11	150 00
Ruff Section	150 00
Fenwick Road through Section 1	299 75
Fenwick Road through Sections 11 and 12	297 13
Garson Township Roads	200 00
Gillies Township Roads	500 00
Gore Bay to Poplar	149 50
Gordon Township Roads	300 00
Gordon Government Road, 8th Con.	100 00
Gordon Township, Scotland Roads	100 00

Name of Road.	Expenditure.
Gorham Township Roads	2,000 00
Goulais Bay and Bellevue Road	600 00
Goulais River and Bellevue Station Road	100 00
Goulais River and Stony Point Road	300 00
Government Road, Mylands Hill to River	100 00
Green Bay to Rockville Road	99 10
Hagar Township Roads:—	
Lots 8 and 9, Cons. 3 and 4	199 70
Cons. 4 and 5 from Lot 11 to Lot 6	150 00
Lots 10 and 11, Con. 5	100 00
Con. 3 from Bridge	100 00
Lot 14, Cons. 5 and 6	130 00
Between Lots 12 and 13, Cons. 4 and 5	200 00
Across Lots 13 and 14, Cons. 4 and 5	100 00
Lots 6 and 7, Con. 6	50 00
Between Lots 6 and 7, Con. 5	99 97
Lots 12 and 13, South to Appleby	100 00
Across Lots 13 and 14, Cons. 1 and 2	169 55
Between Lots 8 and 9, Con. 5	98 95
Haines Road	98 85
Hallam Road, Cons. 3 and 1	300 00
Hartman Township Roads	200 00
Hincks and Copper Bay Location Boundary Line	300 00
Hilton, Cons. Q. and R., Lots 19 and 25	299 95
Howland and Bidwell Townline	150 00
Ice Lake to Kagawong	99 98
Ignace Township Roads	200 00
Indian Point Bridge to Gore Bay	148 43
Indian Village to Sheguindah	147 75
Kagawong to Providence Bay	100 00
Kaministikwia Roads	631 35
Kerr's Road	399 76
Kirkwood Road, West from Lot 1	300 00
Laird and McDonald Townline, Section 3	87 50
Long Bay to Gore Bay	100 00
Long Bay to Perivale	100 00
Lumsden Township Roads:—	
Lumsden and Rayside Boundary	100 00
Cons. 1 and 2	100 00
Lybster Township Roads	500 00
Machin Township Roads	200 00
Marks Township Roads	443 25
May, Cons. 1 and 2, Lots 6 to 12	300 00
Melgund Township Roads	297 66
Merritt Township Roads	100 00
Millers Valley Road	399 00
Mills Township Roads	150 00
Morgan Township Roads:—	
Morgan and Balfour Boundary between Lot 8	100 00
Morgan and Balfour Boundary, Lots 5 and 6	200 00
Mud Lake South to Boundary of Day	300 00
Mutrie Township Roads	294 31
McDonald, Sections 26 and 35	199 80
McDonald, Sections 3 and 19, West	300 00
McKim Township Roads	175 00
Nairn and Lorne Township Roads	200 00
Neelon Township Roads:—	
Lot 12, Con. 6	50 00
From C.N.R. Junction to Lot 3, Con. 5	150 00
Nipigon Township Roads	694 73
Parkinson and Bellingham Road	499 50
Pearson Township Roads	499 69
Perivale Road, Campbell Township	100 00
Plummer Additional Road	300 00
Plummer Additional, West from Pratt's Corner	399 08
"P" Line Hill	293 75

Name of Road.	Expenditure.
St. Joseph and Jocelyn Townline, Kentville to K. Line Wharf	299 89
Salter Broken Front, East from Lot 5	289 04
Sandfield and Bidwell Townline, Lots 27 to 29	100 00
Sandfield Township Roads	200 00
Sandfield, 2nd Con. to Bridge	100 00
Sandford Township Roads	300 00
Schrieber Township Roads	399 65
Scoble Township Roads	500 00
Shakespeare Centre Line Road	497 50
Sheguindah, Con. 5	100 00
Sheguindah, Con. 10	99 00
Silverwater to Dawson Townline	394 00
Silverwater East	150 00
Slash Roads	198 96
Southworth Township Roads	244 96
Spanish Road, North	298 40
Strange Township Roads	500 00
Striker Township Roads	399 54
Sucker Lake Road	100 00
Tarentorus, Sections 21, 28 and 33 (Conditional)	917 25
Tehkummah Government Road between 10th and 15th Sidelines	100 00
Temple Township Roads	300 00
Ten Mile Point Road	100 00
Thessalon Road, West from South-East Corner of Section 6	500 00
Thibault Road	100 00
Tunnel Bridge Road	400 00
Tupper Township Road	500 00
Umbach Township Road	250 00
Wabigoon Township Roads	395 60
Wainwright Township Roads	397 41
Walford Spanish Main Road	300 00
Ware Township Roads	1,200 00
Waters Township Roads:—	
Cons. 1 and 2	275 00
Grenon Road, Con. 3	75 00
Jacobson Road, Con. 4	75 00
Gagne Road, Con. 5	75 00
Wells Main Road	394 42
White Pennell Road	200 00
Zealand Township Roads	299 10
Blind River and Algoma Section Trunk Road	7,900 00
Blind River Section, Culverts, 1914 account	604 00
Espanola Section, Repairs to Washout	349 49
Webbwood Espanola Section	341 00
Espanola Station Road	900 00
Cutler and Spanish Trunk Road	500 00
Lang, Services as Engineer	369 45
Little Current, Gore Bay and Manitowaning Trunk Road	3,502 74
Oliver and McIntyre Trunk Road	1,423 99
Moss Township Trunk Road	986 26
Bridgeland Trunk Road	1,503 87
Gowganda Trunk Road	2,676 56
Sterling Township, New Short Road	502 03
Massey Bridge Road, New Short Road	325 00
Silver Lake and Mapes Johnston Repairs	65 25
Bruce Mines and Rydal Bank Repairs	300 00
Campbell Township Roads, Repairs	90 00
St. Joseph, Cons. E and F, Repairs	298 18
Aweres, Section 37, Repairs	74 82
Manitoulin Island Roads, Repairs	1,197 76
Rent of Storehouse Site, South Porcupine, T. & N. O. Railway, Sept. 1, 1914, Sept. 1, 1916	30 00
Rent of Storehouse at Sault Ste. Marie	36 00
Rent of Storehouse at Fort William	36 00
Payment of Over-expenditures, 1914	760 63
Balfour Township Roads, balance 1914	22 69

Name of Road.	Expenditure.
Capreol Township Roads, balance 1914	44 11
Gorham, 4 and 5, balance 1914	54 00
Hanmer Rayside, balance 1914	44 11
Ironbridge and Bellingham, balance 1914	30 56
Elk Lake Road, Cane Township, balance 1914	200 00
Robinson Township Roads, balance 1914	1 45
Pearson Road, balance 1914	45 25
Ansonia Road, balance 1914	23 85
Broder Road, balance 1914	24 50
Inspection, North Division	4,535 75

BY-LAWS.

Alberton By-law No. "D"	\$750 00
Assiginack By-law No. 367	518 05
Billings By-law No. 221	350 00
Bleazard By-law No. 71	197 44
Blue By-law No. 18	750 00
Connree By-law No. 20	737 43
Cockburn Island By-law No. 89	99 71
Dilke By-law No. 56	481 03
Drury, Dennison and Graham By-law No. 141	1,681 59
Emo By-law No. 186	1,900 00
Gordon By-law No. 133	495 53
Hanmer By-law No. 59A.	200 00
Hilton By-law No. 374.	637 50
Jocelyn By-law No. 278	500 00
Johnson By-law No. A56	299 76
Laird By-law No. 107	400 00
Lavallee By-law No. 139	1,897 55
Morley and Pattullo By-law No. 136	1,100 00
McDonald, Meredith and Aberdeen Additional By-law No. 120	450 00
Neebing By-law No. 339	1,974 04
Oliver By-law No. 160	1,000 00
Paipoonge By-law No. 133	1,000 00
Plummer Additional By-law No. 140	650 00
Prince By-law No. 52	504 52
Rayside By-law No. 136	500 00
St. Joseph By-law No. 413	500 00
Sandfield By-law No. 207	200 00
Shuniah By-law No. 404	3,169 26
Tarbutt and Tarbutt Additional By-law No. 7	275 30
Tarentorus By-law No. 150	1,599 50
Thessalon By-law No. 15	200 00
Thompson By-law No. 103	150 00
Worthington By-law No. 62	500 00
Grant to Paipoonge Township re By-law 1914	1,792 50
Grant to Chapple Municipality for road machinery	200 00
Luke Walker, injuries received, Zealand Township Roads, 1914	500 00

\$97,875 78

WEST DIVISION.

Armour, Lot 13, Cons. 3 to 5	\$200 00
Bear Lake Road, Bear Lake to Station	197 50
Bury Road	499 00
Carling Road	996 02
Chapman, Distress Road, Cons. 8 and 9	296 37
Chapman, 10th Sideroad, Con. 10	200 00
Draper River Road	299 92
Foley Township Roads	246 00
Great North Road between Golden Valley and Commanda	300 00
Humphrey, Nipissing Road, Lots 3 to 11	250 00
Joly, Cons. 12 and 13, Lots 10, 11 and 12	249 85
Lake Joseph Road, Port Carling, between Lots 25 and 26	300 00
Lorimer Lake Road to C.N.R. Siding, Zebra	295 01

Name of Road.	Expenditure.
Lount and Machar, Cons. 12 and 13	249 27
Matchedash Bush Road, Deviation, Con. 4	200 00
Matchedash Townline, Cons 5 and 6	100 00
Medonte, Con. 9, Lot 10	100 00
Medonte, Con. 12, Lots 21, 22 and 23	100 00
Mills, Con. 12, Lots 16 to 2	389 42
Mills, Con. 10, Lot 1 to 25th Sideroad	297 13
Monteith, Lot 22A to Lot 5A, Nipissing Road	300 00
Mortimer's Point and Port Carling, Deviation, Lots 30 and 31, Con. F.	296 00
Muskoka Road between Crickets Hill and Utterson	298 90
McDougall Road, Deviation, Lots 10 and 11, Cons. 2 to 3, McDougall	200 00
McDougall, Snowdon Road, Lots 1 to 9	200 00
Nipissing Township, Simpson's Hill, 14th Con.	149 94
Nipissing, Cons. 4 to 6, 10th Sideroad	200 00
Nipissing, 5th Sideroad, Bellow Hill	200 00
Orillia, 15 and 16 Sidelines, Cons. 6 and 7	100 00
Parry Sound Road, Deviation, Skeleton Hills	300 00
Patterson, Con. 2, Lots 5 to 12	299 65
Patterson, Restoule Lake North	200 00
Perry, 25th Sideroad	198 30
Salines Station Road, between Loring and Salines	395 91
Sand Lake Road, Proudfoot Township	300 00
Seguin and Orrville Road, Lots 26 to 34	300 00
South Himsworth, Cons. 2 and 3, East from Lot 12	99 99
South Himsworth, Con. 10, 5th Sideroad to Chisholm Boundary	200 00
Strong, 10th Sideroad	300 00
Tay, 10 and 11 Sideroad, Con. 5	100 00
Tay, below Lots 5 and 6, Con. 10	100 00
Tay, Con. 5, Lot 16	200 00
Williamsport Government Road, Chaffey	299 99
Whitestone Valley Road, Con. 3, Lots 27 to 34	249 16
Black River to Mordeolphton, Short Road	132 50
Medonte, Cons. 11 and 12, Repairs	199 99
Baysville and Bracebridge Road, Repairs (McLean end)	1,002 22
Baysville and Bracebridge Road, Repairs (McCauley end)	999 98
German Road, balance 1914	5 00
Bury Road, Lindsay, balance 1914	12 02
Carling Blind Line, balance 1914	19 75
Bying Inlet, balance 1914	50 00
Graves-Bigwood Account, balance 1914	97 68
Inspection, West Division	1,764 85

BY-LAWS.

Albemarle By-law No. 533	\$750 00
Amabel By-law No. 161	749 53
Cardwell By-law No. 165	400 00
Chapman By-law No. 5	500 00
Hepworth By-law No. 16	100 00
Joly By-law No. 148	50 00
Keppell By-law No. 11	999 84
Lindsay By-law No. 224	625 00
Machar By-law No. 497	400 00
Matchedash By-law No. 172	199 77
Medonte By-law No. 532	600 00
Medora and Wood By-law No. 287	750 00
Monck By-law No. 418	749 91.
Muskoka By-law No. 273	499 95
St. Edmunds By-law No. 166	300 00
Stisted By-law No. 206	200 00
Tay By-law No. 620	500 00
Tiny By-law No. 538	500 00
Vespra By-law No. 570	499 94

 \$24,911 26

EAST DIVISION.

Name of Road.	Expenditure.
Addington Road, Cloyne to Kaladar	\$397 20
Admaston Township Roads:—	
Ashad and Shamrock Road	93 00
Douglas and Mount St. Patrick	100 00
Opeonogo Line	100 00
Admaston Road	100 00
Shamrock and Quilty	100 00
Airy Township Roads:—	
Lot 9, Con. 6	450 00
Con. 16, Lot 8 to 7	198 59
Madawaska River, Lot 9, Con. 16	200 00
Lot 15, Con. 2	100 00
Alice Township Roads	300 00
Anson and Hinden Township Roads	100 00
Aastruther Township Roads	100 00
Arden Station Road, Kennebec	299 84
Bagot and Blythfield Township Roads:—	
Fraser Road	100 00
Burnstown Road	100 00
Stones Lake Road	50 00
Ashdad Road	100 00
Calabogie Road	150 00
Bangor, Wicklow and McClure Township Roads:—	
McClure Township	150 00
Bangor Township	250 00
Wicklow Township	100 00
Barrie, Harlowe and Arden Road	147 77
Bastedo Township Roads	99 00
Bedford Mills Road	150 00
Bedford, Burridge to Fermoy Village, Con. 9	150 00
Bedford, Parham and Westport Road	149 75
Bedford, Fermoy to Desert Lake	198 10
Bexley Township Roads	149 98
Bonfield Township Roads:—	
Lot 2, Cons. 10 and 11	150 00
Lot 6, Cons. 10 and 11	200 00
Lot 18, Con. 10	100 00
Sideline 15 and 16, Con. 10	150 00
Lot 33, Con. 2	100 00
Lots 24 and 25, Con. 1	99 85
Lot 19, Con. 5	199 96
Bromley Township Roads:—	
Douglas and Fort Chute Road	200 00
Cobden Road	199 00
Brougham Township Roads:—	
Ferguson Lake Road	150 00
Kennelly Mountain Road	150 00
Brudenell and Lyndoch Township Roads:—	
Townline Lyndoch	196 25
Proving Line, Lots 15 and 16, Brudenell	100 00
Whalen Swamp	100 00
Townline Brudenell	100 00
Burleigh Road	588 69
Calvin Township Roads:—	
Sideline Lots 30 and 31, Con. 2	100 00
Sideline 25 and 26, Con. 3	200 00
Eau Claire, Connelly's Corners	200 00
Sideline 10 and 11 to Eau Claire, Con. 6	150 00
Leitch Road	50 00
Lot 5E, Con. 2	100 00
Leitch's Corner, Con. 2	100 00
Lot 18, East, Con. 2	100 00
Camden, between Cons. 8 and 9, Lots 34 to 37	99 45
Carden Township Roads	149 06
Cardiff Township Roads	149 17

Name of Road.	Expenditure.
Carlow Township Roads:—	
Goodman Section	96 25
Edwards Section	99 25
Douglas Section	50 00
Cavendish Township Roads	199 00
Chandos Township Roads	397 79
Charleston Lake Road	248 85
Chisholm Township Roads:—	
Con. 2, Sideroad 4 and 5	150 00
Sideroad 5, Cons. 4 and 6	100 00
Sideroad 20, Con. 8	149 88
Sideroad 25, Con. 12	150 00
Lot 1, Con. 12	100 00
Sideline 10 and 11 to West Boundary	100 00
Lots 8 and 9, Con. 17	150 00
Lot 15, Cons. 16 and 17	100 00
Clarendon Station and Ardoch Road	250 00
Clayton Road	100 00
Clyde Hill Road	200 00
Cordova Mines Road	199 65
Dalhousie, Con. 2, Lots 17 and 18	200 00
Dalton Township Roads, 8th Con. from Lot 32	100 00
Darling and Lanark Boundary to Middleville	198 90
Dalton Township, Monck Road from Uphill	99 98
Dungannon Township Roads	250 00
Dunnnett Township Roads	150 00
Elzevir Township Roads	200 00
Escott Road	90 00
Faraday Township Roads, Marshall Section	100 00
Faraday Township Roads, Bowen Section	100 00
Ferris Township Roads:—	
Corbeil to North Bay	150 00
Sideline 15, Cons. 9 and 10	150 00
Sideline 10, Con. 5	100 00
North Side Lake Road, Lot 17	100 00
Sideline 25, Con. 3	150 00
Astorville to Ouilette	150 00
Lot 19, Con. 2	100 00
Sideline 20 to North Bay	100 00
Field Township Roads	1,000 00
Fifth Depot, Tamworth to Parham	150 00
Fraser Township Roads	190 00
Frontenac and Leeds Townline	150 00
Galway Township Roads:—	
Union Creek Road	100 00
Galway and Cavendish Road	100 00
Glamorgan Township Roads	150 00
Grattan Township Roads:—	
D'Acre and Griffith Road	100 00
Proving Line 18 and 20	100 00
McGrath Road	100 00
Perrault Settlement Road	100 00
Con. 14	100 00
Griffith and Matawatchan Township Roads:—	
Denbigh Road	100 00
Island Creek Road	100 00
Matawatchan and Miller	100 00
Griffith and D'Acre Road	200 00
Hagarty, Richards and Burns Township Roads:—	
Rockingham and Wilno	100 00
Killaloe and Brudenell Road	200 00
Killaloe and Tremore	150 00
Proving Line, Lots 7 and 8	100 00
Killaloe and Rochefort	100 00
Killaloe and Round Lake	100 00
Townline Hagarty and Sherwood	50 00

Name of Road.	Expenditure.
Harvey Township Roads:—	
Sandy Lake Road	100 00
Bobcaygeon Road	100 00
Hinchinbrooke Boundary, Lots 5 and 6 from Con. 10	90 00
Hugel Township Roads	249 77
Hungerford Township Roads	300 00
Huntingdon Township Roads	200 00
Lanark and Darling to Clayton Road	100 00
Lavant to Folger	200 00
Laxton, Digby and Longford Township Roads:—	
Cameron Road, Laxton	49 78
Monck Road, Lots 12 and 13	50 00
Monck Road, Lots 8, 9 and 10	100 00
Limerick Township Roads	250 00
Loughboro, Elk Lake and 8th Con. Road	150 00
Loughboro and Bedford Road, 8th to 12th Con., Loughboro	147 72
Lutterworth Township Roads:—	
Bobcaygeon Road from Con. 8	50 00
Cameron Road from Moor's Falls	100 00
Lyell Township Roads:—	
Lots 11 and 12, Con. 4	298 00
Lots 25 and 26, Con. 31	200 00
Madawaska and Hastings Road:—	
Lot 23, Con. 1, Sabine	200 00
From East Bridge to Madawaska Village	200 00
Lot 15 to 20th Sideroad	100 00
Mayo Township Roads:—	
Adam Section	100 00
Bronson Section	150 00
Methuen Road	100 00
Minden Township Roads:—	
Minden and Gelert Road	99 96
Concession 3, Lot 9	49 76
Monck Road	160 00
Monmouth Township Roads:—	
Concession 10 from Cheese Factory	75 00
From 10th Con. to Monck Road	75 00
Monteagle and Herschel Township Roads:—	
Quirk Section	200 00
Bowen Section	199 29
North Algoma Township Roads	150 00
Oconto and Tichbourne Road	100 00
Palmerston and Lavant and Snow Road	400 00
Papineau Township Roads:—	
Lot 21, Con. 10	100 00
Lot 33, Con. 10	100 00
Lots 15 and 16, Con. 11	149 00
Lot 11, Con. 10	149 96
Lots 4 and 5, Con. 10	149 96
Lots 1 and 2, Con. 10	97 73
Lot 32, Con. 12	150 00
Lot 26, Con. 15	100 00
Pembroke Township Roads	498 14
Perth Road Bridge	96 00
Perth Road, between Raymond Corners and Buck Lake Bridge	200 00
Petawawa Township Roads	200 00
Plevna and Ompah Road	250 00
Radcliffe Township Roads:—	
Conbermere and Palmer Rapids Road	300 00
Conbermere and Barry's Bay	100 00
Raglan Township Roads: —	
Madigan's Hill	300 00
Con. 18	100 00
Pennock Road	100 00
Con. 3	50 00
Raglan Road	50 00
Rama Road	159 99

Name of Road.	Expenditure.
Ramsay, 7th Con.	199 73
Ratter Tp., Cons. 4 and 5	90 00
Rose Hill Road, Denbigh	200 00
Ross Township Roads	299 73
Sebastopol Township Roads:—	
Quadville Road	196 83
Foymont Road	99 00
Sheffield, Lot 6, Con. 11 to Lot 5, Con. 10	200 00
Sherbourne Township Roads	100 00
Sherbrooke Road	149 95
Sherwood Township Roads:—	
Wilno and Rockingham Road	200 00
Wilno and Barry's Bay Road	200 00
Con. 6	100 00
Con. 8	100 00
Bark Lake Road	49 98
Snowdon Township Roads:—	
Bobcaygeon Road from Con. 6	46 00
Irondale and Gelert Road	50 00
Monck Road, Con. 1	50 00
Somerville, Monck Road, Lots 8 to 13	100 00
South Algona Township Roads:—	
Zohr Road	200 00
Verch Road	198 25
Springer Township Roads:—	
Lot 9, Con. B.	150 00
Indian Reserve, Lot 1, Con. A.	150 00
Lots 11 and 12, Con. 4	100 00
Stafford Township Roads	300 00
Stanhope Township Roads	100 00
Tyendinaga Township Roads	199 81
Tudor and Cashel Township Roads	199 99
Vanacher Matawatchan Road	200 00
Washago Road	480 00
Westmeath Township Roads	250 00
Widdifield Township Roads:—	
Sideroad, Lots 19 and 20, Con. C.	200 00
Con. A., Lots 14 and 15	75 00
Con. 2, Lots 12 and 14	100 00
Con. 4, Lot 9	75 00
Con. 1, Lots 8 and 9	75 00
Con. A. Lot 7	74 82
Con. 1, Lots 6 and 7	75 00
Sideroad, Trout Lake	45 00
Con. 2, Lot 21	100 00
Con. B., Lot 21	100 00
Sideroad 16, Con. D.	75 00
Wilberforce Township Roads:—	
Warren Section	196 88
Pierce Section	50 00
Thomas Section	50 00
Schoenfeldt Section	100 00
Frederick Section	100 00
Rexine Section	200 00
Wylie Township Roads	200 00
Wollaston Township Roads	250 00
Field Roads, Lot 8, Con. 4, Repairs	48 00
Grattan Road Drain, Repairs	102 00
Government Road, Horton Township, Repairs	176 75
Graphite Mine Road, Repairs	200 00
Folger Road, Repairs	200 00
Trout Lake and North Bay Road, Repairs	500 00
North Hastings Road, Timber for Bridges	124 75
Kaladar and Anglesea, Balance 1914	5 00
Anson and Hinden, Balance 1914	23 78
Bath Main Road, Balance 1914	50 00
Beachburg Road, Balance 1914	28 41

Name of Road.	Expenditure.
Brudenell and Lyndoch, Balance 1914	18 50
Buckhorn Road, Balance 1914	45 77
Folger Road, Balance 1914	41 35
Grattan Township Roads, Balance 1914	27 47
Papineau Township Roads, Balance 1914	76 69
Snow Road, Balance 1914	16 97
Silver Lake Road, Balance 1914	47 15
Head, Clara and Maria, Balance 1914	20 00
Lanark and Mississippi, Balance 1914	9 97
Mississippi and Lanark, Balance 1914	9 80
Dunnett 2 and 3, Balance 1914	48 71
Hagarty, Richards and Burns, Balance 1914	16 75
Sherwood Road, Balance 1914	14 25
Bromley Township (Grant),	1,319 03
Storrington Township (Grant)	125 00
Inspection, East Division	4,998 55

BY-LAWS.

Bancroft By-law No. 108	200 00
Belmont and Methuen By-law No. 558	499 99
Bromley By-law No. 227	881 25
Caldwell By-law No. 213	442 98
Camden By-law No. 413	1,000 00
Carlow By-law 67	250 00
Chisholm By-law No. 59	197 25
Cosby and Mason By-law No. 10	250 00
Douro By-law No. 808	199 98
Dummer By-law No. 807	300 00
Dungannon By-law No. 85	50 00
Eldon By-law No. 429	995 82
Elzevir and Grimsthorpe By-law No. 5A	400 00
Faraday By-law No. 61	200 00
Front of Yonge By-law No. 57	400 00
Front of Leeds and Lansdowne By-law No. 703	700 00
Hinchinbrooke By-law No. 7	940 00
Horton By-law No. 236	292 72
Hungerford By-law No. 42	200 00
Huntingdon By-law No. 360	199 94
Kennebec By-law No. 1	650 00
Limerick By-law No. 4	200 00
Loughboro By-law No. 69A	325 00
Madoc By-law No. 344	500 00
Marmora and Lake By-law No. 490	400 00
Martland By-law No. 94	250 00
Mayo By-law No. 278	200 00
Murray By-law No. 809	900 00
McNab By-law No. 68	399 20
Newburgh By-law No. 190	400 00
Olden By-law No. 36B	703 39
Oso By-law No. 90	400 00
Pittsburgh By-law No. 17	600 00
Portland By-law No. 563	725 00
Rear Leeds and Lansdowne By-law No. A	700 00
Ross By-law No. 323	700 00
Seymour By-law No. 878	500 00
Stafford By-law No. 648	303 17
Storrington By-law No. 457	375 00
Tudor and Cashel By-law No. 12	560 00
Tyendinaga By-law No. 638	349 70
Westmeath By-law No. 130	650 00
Westport By-law No. A	500 00
Wollaston By-law No. 6	400 00

 \$62,009 28

TEMISKAMING.

Name of Road.	Expenditure.
Brethour Township:—	
Cons. 4 and 5, Lots 6, 7 and 8	500 00
Cons. 3 and 4, Lot 9	200 00
Cons. 5 and 6, Lots 5, 6, 7 and 8	448 94
Cons. 2 and 3, Lots 7 and 8	250 00
Bucke Township:—	
Haileybury and New Liskeard Lake Shore Road	275 00
Bucke and Firstbrook from Flemming's Corners	699 17
Cane Township:—	
Lots 10 and 11, Cons. 3 and 4	244 30
Lots 8 and 9, Con. 2	248 15
Lots 1 and 2, Con. 5	247 62
Lots 4 and 5, Con. 2	499 00
Lots 6 and 7, Osseo Station North	297 92
Lots 4 and 5, Cons. 5 and 6	449 90
Casey Township Roads:—	
Con. 6 from West Boundary, East	800 00
Casey and Harley Boundary across Con. 6	600 00
Sideline between Lots 2 and 3, Cons. 1, 2 and 3	499 25
Casey and Brethour Townline from New Bridge	889 26
Dymond Township:—	
Lots 6 and 7, Con. 4	125 00
Old West Road, Repairs	275 00
Old North Road, Repairs	200 00
Old East Road, Con. 2, Repairs	98 40
Lake Shore Road	354 57
Con. 2, West from Lot 7	700 00
Evanturel Township, Lots 8 and 9, Cons. 2 and 3	500 00
Firstbrook Township:—	
Lots 4 and 5, Cons. 5 and 6	496 00
Con. 5, Lots 1 to 4	200 00
Con. 5, Lots 8 and 9	300 00
Harley Township:—	
Cons. 5 and 6, North Road, East	499 92
Sideline Con. 2, Lots 4 and 5	399 70
Harley and Dymond Townline to Gravel Pit	600 00
Lots 6 and 7, Con. 4	500 00
Harris Township:—	
From Casey Schoolhouse to Moore's Creek	249 80
Line 6, Lot 5	389 18
Lots 2 and 3, Con. 6	500 00
Harris Main Road	595 27
Haris Main Road	548 45
Henwood Township:—	
Con. 1, Lots 1 to 4	400 00
Henwood and Cane Townline, Cons. 4 and 3	396 30
Lots 1 and 2, Cons. 2 and 3	299 04
Cons. 5 and 6, Lots 1 and 2	500 00
Lots 6 and 7, Con. 2	400 00
Hilliard Township:—	
Hilliard and Harley Townline from New Bridge	966 18
Lots 2 and 3, Con. 3, West	700 00
Lots 2 and 3, Con. 2 and West	700 00
Fifth Con. line, Lot 12 and North	599 91
Hudson Township:—	
Hudson and Lundy Townline, Cons. 2 and 3	199 91
Con. 4, East, Lot 7	700 00
Con. 2, Lots 1, 2 and 3	400 00
Con. 6, Lots 7 and 8	699 87
Kerns Township:—	
Lots 8 and 9, Con. 5	500 00
Cons. 2 and 3, from Lot 5	500 00
Cons. 2 and 3, Lots 1 and 2	499 96
Lundy Township, Con. 3, Lots 2, 3 and 4	499 06
Robillard Township, Cons. 1 and 2, Lots 2 and 3	996 66
Casey Bridge Road through Brethour, Con. 1 (New)	400 00

Name of Road.	Expenditure.
Road Machinery, Grader for use in Casey	225 00
Junior Grader for use in Brethour	50 00
Freight Charges	7 29
Clergue Road, Balance 1912	49 52
Brethour 4 and 5, Balance 1914	52 55
Harris Main Road, Balance 1914	18 66
Tholby Burke for Tents, Balance 1914	10 00
Robert Wilson for Tents, Balance 1914	27 00
Inspection, Temiskaming	821 95

BY-LAWS.

Bucke By-law No. 187	1,496 46
Dymond By-law No. 121	2,000 00
Evanturel By-law No. 110	500 00
Harris By-law No. 39	600 00
Hilliard By-law No. 58	798 82
Hudson By-law No. 50	400 00
Kerns By-law No. 120	1,000 00

Surveys and Locations:—

Haliburton Road	27 00
Lost Lake Road	10 00
Baysville and Bracebridge	8 50
Parry Sound Roads, Locating and Plotting Plans	2,025 00
Thessalon and Iron Bridge	10 00
Pic Township Trail, Locating and Plotting Plans	291 50
	<hr/>
	\$35,465 94

RECAPITULATION.

North Division	97,875 78
West Division	24,911 26
East Division	62,009 28
Temiskaming	35,465 94
	<hr/>
Total	\$220,262 26

Department of Public Works, Toronto,
October 31st, 1915.

M. P. DOHERTY,
Accountant Colonization Roads.

STATEMENTS
OF THE
ACCOUNTANT
OF
PUBLIC WORKS

DEPARTMENT OF PUBLIC WORKS, ONTARIO.
TORONTO, February, 1916.

HON. F. G. MACDIARMID,
Minister of Public Works and Highways.

SIR,—I have the honour to submit the following statements of Capital Expenditure on Provincial Public Buildings, Public Works, Colonization and Mining Roads, Good Roads (Highway Improvement), Aid to Railways, etc. Statement No. 1 gives the Capital Expenditure thereon for twelve months to the 31st of October, 1915; No. 2, the total Capital Expenditure from the 1st of July, 1867, to the 31st October, 1915, and No. 3 shows in a condensed and classified form the various expenditures for thirty-seven years and six months, from the 1st of July, 1867, to the 31st of December, 1904, the expenditures for nine years and ten months from the 1st of January, 1905, to the 31st of October, 1914, the expenditures for the fiscal year 1914-15, and the grand total expenditure from the 1st July, 1867, to the 31st of October, 1915.

These statements, giving the amounts severally expended on Public Buildings, Public Works, Roads, Railways, etc., during the fiscal year ended on the 31st of October, 1915, and containing also statistics compiled and added to from year to year, showing the total expenditures thereon during two distinct periods since Confederation, will, I trust prove not only interesting, but also, for purposes of reference, very useful to anyone desirous of obtaining information relative to the capital expenditures on any, or all of the subjects indicated therein.

I have the honour to be, Sir,

Your obedient servant,

M. C. O'DONNELL,
Accountant Public Works.

STATEMENT No. 1.

Being a statement of expenditure on Capital Account for Public Buildings, Public Works, Drainage, Colonization and Mining Roads, Good Roads (Highway Improvement Act), Aid to Railways, etc., for the year ending October 31st, 1915. (See also Statement No. 2.)

Name of Work.	—	Amount.
	\$ c.	\$ c.
PUBLIC BUILDINGS:		
New Government House	5,150 60	226,991 23
Parliament Buildings: Addition to Parliament Buildings....		
" " Automatic Fire Alarm, East Wing	1 20	
and Centre Building	870 89	
" " Fuel Oil Burner	1,651 46	
" " Lighting of Grounds	2,579 66	
" " No. 5, Queen's Park	1,573 45	
" " Garage		11,827 26
Osgoode Hall: General repairs and cleaning of building....	11,321 12	
" " Electric wiring and fixtures	483 74	
" " Painting interior and exterior	976 05	
" " Furnishings	1,349 77	
" " Fittings for vaults and offices	596 36	
" " Fire protection	237 40	
" " Telephone and telegraph service	2,021 65	
		16,986 09
Hospital for Insane, Brockville		53,740 88
" " Cobourg		1,486 92
" " Hamilton		26,263 92
" " Kingston		9,995 36
" " London		40,090 95
" " Mimico		11,077 45
" " Feeble-minded, Orillia		66,354 93
" " Insane, Penetanguishene		16,869 58
" " Toronto, including expenditure on		
buildings at Whitby		492,922 35
" " Epileptics, Woodstock		6,169 68
Ontario Reformatory, Guelph	364,346 00	
" " " Abattoir for Public Institu-		
tions (special warrant)	29,580 15	
" " " Insurance on stone crushing		
plant	570 00	
		394,496 15
Mercer Reformatory, Toronto		2,241 88
Normal and Model Schools, Toronto		17,971 68
" " " Ottawa		923 07
Normal School, Hamilton		1,080 06
" " London		2,626 25
" " North Bay		334 78
" " Peterborough		177 55
" " Stratford		905 36
English-French Training School, Sandwich		177 71
Ontario School for the Deaf, Belleville		24,669 22
" " " Blind, Brantford		12,326 15
" " " Agricultural College, Guelph		33,367 34
Horticultural Experimental Station, Jordan Harbor		446 48
Ontario Veterinary College, Toronto		37,066 05
<i>Algoma District:</i>		
Court House, Gaol and Registry Office, etc., Sault Ste. Marie.		11,027 18
<i>Kenora District:</i>		
Court House, Gaol, Registry Office, etc., Kenora	692 48	
Lock-up, Dryden (grant)	1,000 00	
		1,692 48
<i>Manitoulin District:</i>		
Court House, Gaol, etc., Gore Bay		173 74

STATEMENT No. 1.—*Continued.*

Name of Work.	—		Amount.
	\$	c.	\$ c.
<i>Muskoka District:</i>			
Court House, Gaol and Registry Office, Bracebridge			156 27
<i>Nipissing District:</i>			
Court House, Gaol and Registry Office, North Bay			478 41
<i>Parry Sound District:</i>			
Court House, Gaol, Registry Office, etc., Parry Sound			374 37
<i>Rainy River District:</i>			
Court House, Gaol, Registry Office, etc., Fort Frances			14,722 59
<i>Sudbury District:</i>			
Court House, Gaol and Registry Office, Sudbury	972	81	
Unpaid accounts, 1914	96	60	
Lock-up, Chapleau (grant)	500	00	
Industrial Farm, Burwash	58,950	95	
“ “ “ (compensation for land purchased, etc.)	6,241	02	
			66,761 38
<i>Temiskaming District:</i>			
New Court House, Haileybury	7,968	85	
Unpaid accounts, “	884	15	
New Registry Office, “	606	00	
“ “ “ (improvement of grounds)	679	50	
“ “ “ (rent of vault, Master of Titles)	100	00	
“ “ “ (rent of temporary building)	625	02	
“ “ “ (repairs, alterations and furnishings)	1,572	25	
			12,435 77
<i>Thunder Bay District:</i>			
Court House, Gaol, Registry Office, Port Arthur	301	49	
Registry Office, Fort William	12,629	81	
“ “ (unpaid accounts)	140	00	
Industrial Farm, Fort William	30,190	60	
“ “ (medical attendance, etc., Asst. Supt.)	156	95	
			43,418 85
Fish Hatchery Building, Mount Pleasant			1,606 54
Building Boat Houses, etc.			91 36
Compensation for Injured Workmen			252 05
Public Buildings			1,662,777 32
PUBLIC WORKS:			
Admaston Bridge (half cost)			554 23
Ansonia Bridge, Lefroy			1,571 40
Bangor, Wicklow and McClure Bridges			682 82
Bell's Settlement Bridge, Croft Township			2,909 72
Black Donald Creek Bridge, Brougham			64 20
Bonnechere Bridge, Algoma (conditional)			256 58
Breakwater at Union, South Essex			169 60
Bruce Mines Bridge			1,726 01
Burnt River Bridge, Buckhorn Road			141 20
Beggsboro Bridge, McMurrich (conditional)			599 44
Black Bridge, 4 and 5 Oakley			822 70
Boundary Creek Bridge, grant to Kennebec			199 38
Buck River Bridge, Ryde			1,981 04
Buckshot Creek Bridge, grant to Clarendon			192 04
Calabogie Bridge, Bagot Tp.			105 24
Casey-Brethour Bridge, Blanche River			1,793 60
Clare River Bridge, Sheffield			299 45
Cardiff Township Bridges			550 88

STATEMENT No. 1.—*Continued.*

Name of Work.	—	Amount.
PUBLIC WORKS (Continued).	\$ c.	\$ c.
Carlyon Bridge		3,426 76
Carrick Bridge, grant to Rama		1,000 00
Cassimir and Jennings Bridges		479 85
Cregos Creek Bridge, Monk Road		1,065 38
Crooked Rapids Bridge, Bonfield		2,636 73
Dean Lake and Thompson Road Bridge, Algoma District.....		673 63
Dee Bank Bridge, Watt Tp., Muskoka District		698 64
Day Mills Bridge		1,169 54
Deer Creek Bridge, 4th Line Ratter.*		496 28
Dungannon Bridge		699 71
Eau Claire Bridge		213 60
Emily Creek Bridge		500 00
Equipment, instruments, machinery, etc.		3,356 73
Eagle Lake Bridge		684 44
Fisher Creek Bridge, Stisted		1,573 35
Gough's Bridge, Himsworth Tp.		2,637 96
Gull Creek Bridge, grant to Sheffield		196 82
Graham Creek Bridge, Con. 14, Chisholm		1,196 85
Houles and Black Creek Bridges, Salter		124 92
Hawk River Bridge, Stanhope		217 82
Hurd's Bridge, McKellar		1,142 01
Inholme Bridge, Seguin River		1,797 81
Kent Bridge, Strong (conditional)		784 65
Kenora District Bridges:		
Mellick and Eagle River Bridge	140 91	
Rice Creek Bridge	444 06	
Sioux Lookout Bridge	859 27	
		1,444 24
La Blanche Bridge, Townline Marter Tp. (special warrant)		775 00
Leeburn Bridge, Aberdeen		1,473 03
Lee Valley Bridge, La Cloche Creek, Algoma District		145 62
Magnetawan River Bridge, Perry Tp.		28 00
Maintenance locks, dams, slides, bridges, etc.		26,931 55
Manitoulin Bridges:		
Barrie Island	92 37	
Black Creek Bridge, Merritt	432 76	
Campbell Bridge, 25 Sideroad	188 61	
Carnarvon Bridge, 12th Con., Lot 1	200 39	
Gordon Bridges, Concessions A and B, Lot 13	219 58	
Robinson Bridges, Con. 12, Lot 1	99 36	
Tehkummah, Concessions A and B, Lot 30	231 50	
		1,464 57
Muskoka River, Port Sydney dam		2,655 94
Muskoka Road Bridge, Koshie Creek		28 88
Mather-Kingsford Townline Bridges		485 73
McGuire's Bridge, Con. 3, Plummer		591 22
McKenzie Bridge, Oliver		1,280 28
McLaren Creek Bridge, grant to Fenelon		200 00
McLarty Bridge, Thessalon River		2,848 96
Mississippi Bridge, grant to Clarendon		199 08
Moon Chute, improvements		143 58
Nolalu Bridge, Whitefish River		491 66
O'Connor Township Bridges		245 57
Omo Creek Bridge, Pembroke and Mattawa Road		51 70
Otter Creek Bridge, Casey-Brethour Townline		965 90
Peninsula Canal Bridge, Fairy Lake		4,322 65
Pike Creek Bridge, Field		397 79
Pine River Bridges, Morley Townline		3,405 21
Rates Bridge, Thessalon River		5,294 38
River Valley Bridge, Sturgeon River		3,550 77
Root River Bridge, Tarentorus Tp., 4th and 6th Concessions.....		1,226 10
Rubber boots, purchase of		120 16
Reay Bridge, Muskoka		641 81

STATEMENT No. 1.—*Concluded.*

Name of Work.	—	Amount.
	\$ c.	\$ c.
Rosseau Falls Bridge		1,768 51
Shallow Lake and Wabigoon Bridges		97 00
South River Bridge, Nipissing Tp.		44 80
Sturgeon Falls Bridge		150 00
Surveys and Inspections, etc.		2,288 55
Scott River Bridge, grant to Kaladar		296 26
Sherwood Station Bridge		3,382 82
Strange Tp. Bridges		681 52
Sturgeon Creek Bridge, Shenston		610 90
Two Tree Bridge, Con. "F," St. Joseph		500 00
Thornloe Bridge, Wright's Creek		583 78
Temiskaming District Bridges:		
Armstrong, Con. 5, Lots 10 and 11	101 27	
Hilliard Bridges, Otter, Con. 5	322 39	
Hilliard-Brethour Bridge, Townline, Otter	671 62	
Henwood Bridge, Wabis, Con. 2	306 99	
Jean Baptiste, Con. 5, Armstrong	235 70	
Kearns-Harley Townline Bridge	2,263 92	
		3,901 89
Vankoughnet Bridge, Goulais River		5,886 23
Wages and expenses, supervising foremen		2,420 69
Wissi-Wassa Bridge, Himsworth, Tp.		141 20
Wassa Bridge, Con. 13, Chisholm		1,415 08
Public Works		126,971 62
DRAINAGE WORKS:		
Algoma District Road, drainage		802 80
Collins' Creek improvement		400 00
Dixon Creek Drain, Roxborough, Cornwall and Osnabruck, grant		2,000 00
East Simcoe District Road, drainage		486 46
Lovelace and Orton Drain, North Gosfield, grant		1,500 00
Manitoulin District Road, drainage		1,342 96
Mara and Rama, drainage		950 00
Muskoka District Road, drainage		456 40
Nipissing District Roads, drainage		1,486 23
Parry Sound District, drainage		253 10
Rainy River Roads, drainage		5,832 36
Sturgeon Falls District, drainage		1,294 04
Sudbury District, drainage		1,487 21
Temiskaming District, drainage		1,998 27
Drainage Works		20,289 83
Colonization Roads		220,262 26
Good Roads (Highway Improvement)	261,840 61	
Object Lesson Roads (Highway Improvement)	165 00	
		262,005 61
Aid to Railways (Subsidy fund)		253,732 54
Grand Total		2,546,039 18
RECAPITULATION:		
Public Buildings		1,662,777 32
Public Works	126,971 62	
" " Drainage	20,289 83	
		147,261 45
Colonization Roads		220,262 26
Good Roads (Highway Improvement)		262,005 61
Aid to Railways (Subsidy fund)		253,732 54
Grand Total		2,546,039 18

STATEMENT No. 2.

Being a statement of expenditure on Capital Account for Public Buildings, Public Works, Colonization and Mining Roads, Aid to Railways, Good Roads (Public Highway Improvement), etc., as follows: (1) The total expenditure from the 1st of July, 1867, to the 31st of October, 1914; (2) the expenditure for the twelve months ending the 31st of October, 1915, and (3) the grand total of expenditure from the 1st of July, 1867, to the 31st of October, 1915.

Name of Work.	Expenditure 1st July, 1867, to 31st Oct., 1914.	Expenditure Fiscal Year ending 31st Oct. 1915.	Total Expenditure to 31st Oct., 1915.
	\$ c.	\$ c.	\$ c.
PUBLIC BUILDINGS:			
Old Government House	183,860 86	.....	183,860 86
New Government House, includes purchase price, etc., of lands on Bloor Street, \$90,670.50, since sold for \$150,000	784,434 75	226,991 23	1,011,425 98
Old Parliament and Departmental Buildings	85,285 98	.....	85,285 98
New Parliament and Departmental Buildings (original cost of construction)	1,282,679 04	.....	1,282,679 04
Parliament and Departmental Buildings, equipment, furnishings, library fittings, grounds, roads, plant house and altera- tions, etc., No. 4 Queen's Park (Library) included	253,165 70	2,522 35	255,688 05
Automatic Fire Alarm, East and Centre Buildings	5,452 39	1 20	5,453 59
No. 5 Queen's Park, purchase of house	12,515 44	.....	12,515 44
No. 5 Queen's Park, alterations and equip- ment	14,095 65	4,153 11	18,248 76
Hydro underground service	985 18	.....	985 18
Hydro equipment	12,034 28	.....	12,034 28
Legislative Chamber, correcting accoustics..	8,185 00	.....	8,185 00
Parliament Buildings, addition of new North Wing, furnishings, equipment, library, etc.	751,554 11	5,150 60	756,704 71
Parliament Buildings, reconstruction and fireproofing of West Wing	659,008 96	.....	659,008 96
Osgoode Hall, Toronto	306,505 36	16,986 09	323,491 45
Osgoode Hall, Toronto, addition to Centre Building (north wing and equipment) ..	143,981 30	.....	143,981 30
Hospital for Insane, Brockville	786,519 56	53,740 88	840,260 44
" " Cobourg	144,971 24	1,486 92	146,458 16
" " Hamilton	1,161,096 24	26,263 92	1,187,360 16
" " Kingston	690,253 68	9,995 36	700,249 04
" " London	1,303,104 61	40,090 95	1,343,195 56
" " Mimico	795,384 21	11,077 45	806,461 66
" " Penetanguishene	179,374 01	16,869 58	196,243 59
" " Toronto	452,713 92	2,209 84	454,923 76
" " Whitby, add'nl bldgs., land, equipment, etc.	791,972 37	490,712 51	1,282,684 88
Hospital for Feeble Minded, Orillia	750,516 23	66,354 93	816,871 16
Hospital for Epileptics, Woodstock	266,491 79	6,169 68	272,661 47
Central Prison, Toronto	961,577 48	.....	961,577 48
New Provincial Prison and Reformatory, Guelph, including Abattoir for Public Institutions, etc.	1,346,783 54	393,926 15	1,740,709 69
Mercer Reformatory for Females, Toronto ..	291,370 96	2,241 88	293,612 84
Normal and Model Schools, Toronto	292,269 98	17,971 68	310,241 66
Normal and Model Schools, Ottawa	271,939 52	923 07	272,862 59
Normal School, London	122,436 67	2,626 25	125,062 92
" " Hamilton	92,911 15	1,080 06	93,991 21
" " North Bay	104,744 66	334 78	105,079 44
" " Peterborough	98,221 76	177 55	98,399 31
" " Stratford	91,046 03	905 36	91,951 39

STATEMENT No. 2.—*Continued.*

Name of Work.	Expenditure 1st July, 1867, to 31st Oct., 1914.	Expenditure Fiscal Year ending 31st. Oct. 1915.	Total Expenditure to 31st Oct., 1915.
PUBLIC BUILDINGS—Continued.	\$ c.	\$ c.	\$ c.
English-French Training School, Sandwich.	12,340 40	177 71	12,518 11
Reformatory for Boys, Penetanguishene ...	191,512 00	.....	191,512 00
Ontario School for the Deaf, Belleville	599,073 56	24,669 22	623,742 78
Ontario School for the Blind, Brantford ...	470,221 09	12,326 15	482,547 24
Ontario Agricultural College, Guelph	981,593 49	33,367 34	1,014,960 83
Provincial Building, Canadian National Ex- hibition Association, Toronto (grant) ..	35,000 00	.....	35,000 00
Horticultural Experimental Station, Jordan Harbour	43,573 32	446 48	44,019 80
Dairy School, Kingston	23,613 56	.....	23,613 56
Dairy School, Strathroy	14,583 71	.....	14,583 71
Veterinary College, Toronto	252 23	.....	252 23
New Veterinary College, University Avenue, Toronto	307,496 46	37,066 05	344,562 51
School of Mining, Kingston	4,070 00	.....	4,070 00
Normal College, Hamilton (equipment, Do- mestic Science Room)	854 25	.....	854 25
School of Practical Science (College of Tech- nology)	59,100 26	.....	59,100 26
School of Practical Science (Queen's Park) ..	252,535 56	.....	252,535 56
School of Practical Science (New Chemistry and Milling and Mining Building)	448,213 15	.....	448,213 15
Children's Shelter, Toronto	8,864 95	.....	8,864 95
Immigration Office, Toronto	9,018 53	.....	9,018 53
Fish and Game, Boat House and Hatchery Building	6,382 00	1,697 90	8,079 90
Ontario Government Office Building, London, England	45,336 21	.....	45,336 21
Winter Fair Building, Guelph	25,101 25	.....	25,101 25
Hygienic Institution, London	74,297 41	.....	74,297 41
Agricultural Hall, Toronto	324 00	.....	324 00
Government Farm, Mimico	51,646 34	.....	51,646 34
Pioneer Farm, Algoma	5,178 43	.....	5,178 43
Brock's Monument, Queenston Heights.....	4,605 31	.....	4,605 31
Niagara River Fence	8,025 43	.....	8,025 43
Compensation to workmen injured on Gov- ernment works .....	.....	252 05	252 05
ALGOMA DISTRICT:			
Court House, Gaol and Registry Office, Sault Ste. Marie	34,988 78	112 36	35,101 14
New Court House and Gaol, Sault Ste. Marie ..	.....	10,914 82	10,914 82
Registry Office, addition to, Sault Ste. Marie ..	11,658 02	.....	11,658 02
Lock-up, Bruce Mines	3,117 48	.....	3,117 48
" Blind River	2,642 87	.....	2,642 87
" Cutler	864 70	.....	864 70
" Echo Bay	500 00	.....	500 00
" Hilton	500 00	.....	500 00
" Thessalon	2,221 99	.....	2,221 99
" Wawa	1,330 16	.....	1,330 16
Industrial Farm, Sault Ste. Marie	105 60	.....	105 60
KENORA DISTRICT:			
Court House and Gaol, Gaoler's Residence, Registry Office, etc., Kenora	45,153 38	692 48	45,845 86
New Registry Office, Kenora	15,933 78	.....	15,933 78
New Court House, Kenora	59,238 52	.....	59,238 52

STATEMENT No. 2.—*Continued.*

Name of Work.	Expenditure 1st July, 1867, to 31st Oct., 1914.	Expenditure Fiscal Year ending 31st Oct., 1915.	Total Expenditure, to 31st October 1915.
PUBLIC BUILDINGS—Continued.			
KENORA DISTRICT.—Continued.	\$ c.	\$ c.	\$ c.
Land Titles Office, Kenora	575 00	.....	575 00
Sea Wall, Kenora	3,197 65	.....	3,197 65
Grounds and Walks, Kenora	1,148 76	.....	1,148 76
Lock-up at Dryden	521 00	1,000 00	1,521 00
MUSKOKA DISTRICT:			
Court House, Gaol and Registry Office at Bracebridge	36,494 17	156 27	36,650 44
Lock-up and Court Room at Huntsville	8,364 85	.....	8,364 85
Lock-up and Court Room at Bayside	300 00	.....	300 00
Immigration Sheds at Gravenhurst	355 00	.....	355 00
MANITOULIN DISTRICT:			
Grand Manitoulin Island, three lock-ups (Gore Bay, Little Current and Manitowaning), transferred from Algoma Dist.	22,287 60	.....	22,287 60
Lock-up, Killarney	1,298 97	.....	1,298 97
Court House, Gaol, etc., Gore Bay	9,463 60	173 74	9,637 34
Lock-up, Manitowaning	379 74	.....	379 74
" Providence Bay (grant)	500 00	.....	500 00
" Little Current	58 95	.....	58 95
NIPISSING DISTRICT:			
Lock-up, Court Room and Registry Office and Gaoler's House, North Bay	53,802 91	478 41	54,281 32
Lock-up at Bonfield	694 67	.....	694 67
" Cache Bay	500 00	.....	500 00
" Markstay	600 00	.....	600 00
" Mattawa	14,949 19	.....	14,949 19
" Sturgeon Falls	2,266 28	.....	2,266 28
" Warren	600 00	.....	600 00
PARRY SOUND DISTRICT:			
Registry Office, Lock-up and Court Room, House for Gaoler, Land Titles Office, Parry Sound	48,956 25	374 37	49,330 62
Lock-up at Magnetawan	645 56	.....	645 56
Lock-up and Court Room, Burk's Falls	6,621 96	.....	6,621 96
Lock-up at French River	1,198 62	.....	1,198 62
" Dunchurch	609 00	.....	609 00
" Emsdale	300 00	.....	300 00
" Byng Inlet	1,232 35	.....	1,232 35
" South River	500 00	.....	500 00
" Powassan	1,250 00	.....	1,250 00
" Callender	500 00	.....	500 00
" Sundridge	500 00	.....	500 00
RAINY RIVER DISTRICT:			
Registry Office, Gaol, and New Court House, Fort Frances	88,960 81	14,722 59	103,683 40
Lock-up at Mines Centre	1,205 48	.....	1,205 48
" Emo	1,888 94	.....	1,888 94
" Atikokan	1,571 31	.....	1,571 31
" Beaver Mills	1,840 71	.....	1,840 71

STATEMENT No. 2.—Continued.

Name of Work.	Expenditure 1st July, 1867, to 31st Oct., 1914.	Expenditure Fiscal Year ending 31st Oct. 1915.	Total Expenditure to 31st October, 1915.
PUBLIC BUILDINGS—Continued.			
	\$ c.	\$ c.	\$ c.
SUDBURY DISTRICT:			
Court House and Gaol and Registry Office, Sudbury	82,850 14	1,069 41	83,919 55
Lock-up at Sudbury	12,595 48	.....	12,595 48
“ Chelmsford	1,015 78	.....	1,015 78
“ Massey	1,702 74	.....	1,702 74
“ Nairn	300 00	.....	300 00
“ Webbwood	1,749 15	.....	1,749 15
“ Chapleau	1,126 49	500 00	1,626 49
Industrial Farm, Burwash	14,626 70	58,950 95	73,577 65
Industrial Farm, Burwash (Compensation to settlers	3,035 00	6,241 02	9,276 02
THUNDER BAY DISTRICT:			
Registry Office, Lock-up, Court House, etc., Port Arthur	70,440 22	.....	70,440 22
Lock-up at Fort William	9,723 90	.....	9,723 90
“ Silver Islet	2,304 79	.....	2,304 79
“ Nepigon	1,279 23	.....	1,279 23
“ Schreiber	700 00	.....	700 00
“ Superior Junction (Sioux Lookout)	1,159 04	.....	1,159 04
“ White River	499 77	.....	499 77
Industrial Farm and Buildings, Ft. William	77,386 28	40,350 60	117,736 88
Industrial Farm, Fort William, purchase of live stock, vehicles and farm implements	2,480 31	2,609 81	5,090 12
Industrial Farm, Fort William, Medical at- tendance, etc., Asst. Superintendent .....	.....	156 95	156 95
TEMISKAMING DISTRICT:			
Lock-up, Cobalt	5,589 49	.....	5,589 49
“ Cochrane	1,000 00	.....	1,000 00
“ Charlton	500 00	.....	500 00
“ Englehart	975 00	.....	975 00
“ Gowganda	3,105 07	.....	3,105 07
“ New Liskeard	657 00	.....	657 00
“ North Porcupine (from Nipissing)	2,671 18	.....	2,671 18
“ South Porcupine (from Sudbury)	138 80	.....	138 80
“ South Porcupine	5,965 32	339 44	6,304 76
“ Matheson	1,263 86	.....	1,263 86
Temporary Court House, Haileybury	5,281 31	625 02	5,906 33
New Court House, Haileybury	61,335 17	10,538 81	71,873 98
New Registry Office, Haileybury	14,653 11	932 50	15,585 61
COUNTY OF HALIBURTON:			
Registry Office at Minden	5,918 42	.....	5,918 42
Gaol and Court House at Minden (grant) ..	1,000 00	.....	1,000 00
Lock-up at Gooderham	200 00	.....	200 00
Public Buildings	20,071,879 87	1,662,777 32	21,734,657 19

STATEMENT No. 2.—*Continued.*

Name of Work.	Expenditure 1st July 1867, to 31st Oct., 1914.	Expenditure Fiscal Year ending 31st Oct., 1915.	Total Expenditure to 31st October, 1915.
	\$ c.	\$ c.	\$ c.
PUBLIC WORKS:			
Admaston Bridge, Bonnechere River	3,224 58	554 23	3,778 81
Admaston, Ninth Concession Bridge	399 83		399 83
Ansonia Bridge, Lefroy	3,277 42	1,571 40	4,848 82
Antoine Creek Bridge, Tp. of Mattewan	3,223 36		3,223 36
Ardock Bridge, County of Frontenac	900 00		900 00
Aubrey and Ignace Bridges	881 02		881 02
Axe Creek, Housey's Outlet and Kahshee Bridges	1,221 57		1,221 57
Balsam and Cameron Lakes, Locks	23,959 02		23,959 02
Balsam River Works	16,585 11		16,585 11
Bangor, Wicklow and McClure Bridges	399 25	682 82	1,082 07
Barbette Creek Bridge, Clara	993 92		993 92
Rar River Bridge, Laird and McDonald	394 21		394 21
Bar River, Tp. McDonald (removing ob- structions)	130 55		130 55
Bass Creek Bridge, Tp. Limerick	1,200 00		1,200 00
Bass Lake Dam, Tp. Galway, Peterborough.	1,000 00		1,000 00
Baysville Bridge	2,947 50		2,947 50
Bear Creek Dam and Slide	1,617 52		1,617 52
Beauchamp Townline Bridge	598 17		598 17
Beaudette River (dredging, etc.)	3,000 00		3,000 00
Beaver Creek Bridge, Kenora District	784 68		784 68
Beaver Creek Bridge, Monck Tp.	996 77		996 77
Beeline Bridge, Alice Tp.	499 63		499 63
Bell's Rapids Bridge, County Renfrew	2,494 79		2,494 79
Bell's Settlement Bridge, Croft Tp.	286 33	2,909 72	3,196 05
Bens River, Ryde, and Black Creek Bridges.	2,132 24		2,132 24
Berriedale Bridge, Tp. Armour	935 77		935 77
Big East River and Black Creek Bridges, Chaffey	3,534 61		3,534 61
Big East River Bridge	5,596 03		5,596 03
Big Carp Bridge, Awengo (grant)	700 00		700 00
Bigwood Bridges, Nipissing District	7,389 80		7,389 80
Birch Creek Bridge, Sudbury, Soo Trunk Road	8,157 86		8,157 86
Birch Creek Bridge, Birch Lake Road	4,285 27		4,285 27
Bissett's Creek Bridge, Nipissing District...	699 57		699 57
Black Creek Bridge, Himsworth Tp.	449 33		449 33
Black Creek Bridge, Robertsville	149 05		149 05
Black Creek Bridge, Dalton Tp.	5,028 49		5,028 49
Black Donald Creek Bridge, Brougham	250 00	64 20	314 20
Black Bay Road Bridge, Port Arthur	5,000 00		5,000 00
Black Creek, removing obstructions, Tps. Monck and Watt	1,480 76		1,480 76
Black Creek Bridge, Tp. Palmerston	250 00		250 00
Black Duck and Indian River Bridges	869 48		869 48
Black Bridge, Muskoka	1,500 00		1,500 00
Black River Bridge, Matheson	3,938 68		3,938 68
Black River Works (Lake Simcoe)	3,136 10		3,136 10
Black River Bridge, Tp. Draper, Muskoka (to rebuild)	509 48		509 48
Black Sturgeon Bridge	1,179 10		1,179 10
Black Sturgeon Bridge, Mellick	939 05		939 05
Blanche River Bridge, High Falls	2,882 33		2,882 33
Blanche River Bridge, Marter Tp.	3,153 54		3,153 54
Blind River Bridge	2,772 34		2,772 34

STATEMENT No. 2.—Continued.

Name of Work.	Expenditure 1st July, 1867, to 31st Oct., 1914.	Expenditure Fiscal Year ending 31st Oct., 1915.	Total Expenditure to 31st Oct., 1915.
PUBLIC WORKS—Continued.	\$ c.	\$ c.	\$ c.
Blind River Bridge, Soo Trunk Road	8,081 21	.....	8,081 21
Boda Creek Bridge, Shakespeare	389 79	.....	389 79
Boon Creek Bridge	2,276 72	.....	2,276 72
Bonnechere Bridge, Algoma (conditional) ..	2,500 00	256 58	2,756 58
Bonnechere River Bridge, Bromley Tp.	2,566 38	.....	2,566 38
Bonnechere River Bridge, Horton Township (grant)	1,000 00	.....	1,000 00
Bonnechere River Works	338 50	.....	338 50
Boston Creek Bridge	1,332 95	.....	1,332 95
Bottle Lake Dam and Mississicua Creek Dam	4,068 72	.....	4,068 72
Boyne Bridges, Foley	2,160 98	.....	2,160 98
Breakwater at Union, South Essex	2,453 43	169 60	2,623 03
Brower Creek Bridge, Tp. of Glackmeyer ...	240 00	.....	240 00
Bruce Mines Bridge	305 20	1,726 01	2,031 21
Brule Creek Bridge	489 85	.....	489 85
Bracebridge Bridge	7,000 00	.....	7,000 00
Bucklake Bridge	305 06	.....	305 06
Bunting Creek Bridge	586 13	.....	586 13
Burk's Falls Bridge, Magnetawan River	2,606 14	.....	2,606 14
Burnt River Bridge, Tp. Snowdon	2,017 11	.....	2,017 11
Burnt River Bridge, Tp. Somerville	4,930 61	.....	4,930 61
Burnt River Bridge, Buckhorn Road	3,140 78	141 20	3,281 98
Burnt River Bridges, Vermillion River, Tp. Capreol	2,317 87	.....	2,317 87
Bushkong Lake Bridge, Paterson Road	3,386 92	.....	3,386 92
Bushkong Lake Bridge, Tp. of Stanhope ...	3,030 91	.....	3,030 91
Beggsboro Bridge, McMurrich (conditional) ..	.....	599 44	599 44
Black Bridge, 4 and 5, Oakley .....	.....	822 70	822 70
Boundary Creek Bridge, grant to Kennebec ..	.....	199 38	199 38
Buck River Bridge, Ryde .....	.....	1,981 04	1,981 04
Buckshot Creek Bridge, grant to Clarendon ..	.....	192 04	192 04
Cache Creek Bridge, Springer Tp.	344 27	.....	344 27
Calabogie Bridge, Tp. Bagot	1,800 00	105 24	1,905 24
Campement D'Ours Island Bridge	4,970 09	.....	4,970 09
Canard River Bridge	1,000 00	.....	1,000 00
Cardiff and Maxwell Bridges	3,723 24	.....	3,723 24
Cardiff-Monmouth Townline Bridge	597 53	.....	597 53
Cardwell and Baxter Bridges	2,108 64	.....	2,108 64
Carlow-Papineau Bridge, Con. 13	794 88	.....	794 88
Casey-Brethour Bridge, Blanche River	6,033 16	1,793 60	7,826 76
Cashmere Dam, Middlesex	1,144 19	.....	1,144 19
Cassimer River, removing obstructions	205 56	.....	205 56
Chapleau Bridge	2,231 40	.....	2,231 40
Chippewa Creek Bridge, Widdifield	1,842 38	.....	1,842 38
Chemong Lake Bridge	3,500 00	.....	3,500 00
Christian's Creek Bridge, grant to Fenelon ..	200 00	.....	200 00
Clare River Bridge, Sheffield	2,245 01	299 45	2,544 46
Clark's Bridge, grant to Kennebec	600 00	.....	600 00
Clear Creek Bridge, Orford Tp.	500 00	.....	500 00
Clearing and Log Houses on Free Land grants, Settlers' Homestead Fund	16,780 75	.....	16,780 75
Clyde River Bridge, grant to South Canonto	499 00	.....	499 00
Commanda Lake Bridge	465 95	.....	465 95
Corbett Creek Bridge, Oliver	1,674 94	.....	1,674 94
Cobb's Lake Outlet	1,102 08	.....	1,102 08
Cosby Bridge, Nipissing District	493 85	.....	493 85
Couchiching Lake Works	427 82	.....	427 82
Creighton Vermillion Bridge	398 74	.....	398 74

STATEMENT No. 2.—*Continued.*

Name of Work.	Expenditure 1st July, 1867, to 31st Oct., 1914.	Expenditure Fiscal Year ending 31st Oct., 1915.	Total Expenditure to 31st Oct., 1915.
PUBLIC WORKS—Continued.	\$ c.	\$ c.	\$ c.
Crocodile Creek, Nipissing District	780 94	.....	780 94
Cull's, Barry Bay and Calabogie Bridges	931 48	.....	931 48
Cardiff Township Bridges .....	.....	550 88	550 88
Carlyon Bridge .....	.....	3,426 76	3,426 76
Carrick Bridge, grant to Rama .....	.....	1,000 00	1,000 00
Cassimer and Jennings Bridges .....	.....	479 85	479 85
Cregos Creek Bridge, Monk Road .....	.....	1,065 38	1,065 38
Crooked Rapids Bridge, Bonfield .....	.....	2,636 73	2,636 73
Dack-Sunday Creek Bridge	259 78	.....	259 78
Dacre Bridge, Brougham Tp.	395 63	.....	395 63
Damage by rising waters near Kenora	800 00	.....	800 00
Dausey Bridge at Blind River, Algoma	4,048 85	.....	4,048 85
Dawson Road Bridge	1,480 36	.....	1,480 36
Dean Lake and Thompson Road Bridge, Al- goma District	421 85	673 63	1,095 48
Dee Bank Bridge, Watt Tp., Muskoka Dist.	1,998 28	698 64	2,696 92
Deep Bay Narrows Improvement	248 35	.....	248 35
Deer Lake Works, dam and slide, Tp. An- struther	1,420 17	.....	1,420 17
Delta Creek Improvements	99 24	.....	99 24
Denbigh Bridge, Hydes Creek	1,772 18	.....	1,772 18
Desbarats Bridge, Algoma	789 52	.....	789 52
Des Joachim Rapids Bridge and Approaches	9,937 72	.....	9,937 72
Detola Branch Road Bridge	200 00	.....	200 00
Docks at Southampton, Saugeen River	1,739 04	.....	1,739 04
Docks on Rainy River	3,163 44	.....	3,163 44
Docks (landing) at Beaudraul's Wabigoon	777 95	.....	777 95
Dog Lake Dams, storage of water	73,358 50	.....	73,358 50
Dickson Creek Bridge, Bucke Tp.	1,564 01	.....	1,564 01
Dorset Bridge, Tp. Dorset	7,621 72	.....	7,621 72
Draper Bridge	500 00	.....	500 00
Driftwood Bridges, Tp. Walker	2,195 89	.....	2,195 89
Dryden Bridge	7,420 93	.....	7,420 93
Dymond and Harris Townline Bridges	911 28	.....	911 28
Dunsford Bridges, Verulam, grant	200 00	.....	200 00
Day Mills Bridge, Algoma .....	.....	1,169 54	1,169 54
Deer Creek Bridge, 4th Line, Ratter .....	.....	496 28	496 28
Dungannon Bridges .....	.....	699 71	699 71
Eagle Lake Dam, Anstruther Tp.	1,173 84	.....	1,173 84
Eau Claire Bridge	5,534 13	213 60	5,747 73
Eaton Tp. Wabigoon Bridge	1,185 90	.....	1,185 90
Echo River Bridge	1,332 11	.....	1,332 11
Echo Bay Bridge	7,883 33	.....	7,883 33
Eels Creek Bridge, Co. Peterboro.	1,500 00	.....	1,500 00
Emily Creek Bridge	2,389 29	500 00	2,889 29
Embankment along River, Dover Townshp.	500 00	.....	500 00
Englehart Bridge and Approaches	2,795 39	.....	2,795 39
Equipment, instruments, machinery, etc.	20,374 07	3,356 73	23,730 80
Espinola Bridge	17,980 23	.....	17,980 23
Eagle Lake Bridge .....	.....	684 44	684 44
Faulkner Bridge, Monetteville, Lake Nipis- sing	589 47	.....	589 47
Fawcetts, Stephenson Townline, and Kah- shee River Bridges	2,877 66	.....	2,877 66
Fifth Concession Bridge, Wabi, Dymond	1,499 17	.....	1,499 17
Filiatraul Lake Bridge, boundary between Martland and Crosby	1,394 91	.....	1,394 91
Finlay's Bridge, Echo River, Kehoe	499 41	.....	499 41
Forsyth's Creek Bridge, Tp. Christie	519 45	.....	519 45

STATEMENT No. 2.—*Continued.*

Name of Work.	Expenditure 1st July, 1867, to 31st Oct., 1914.	Expenditure Fiscal Year ending 31st Oct., 1915.	Total Expenditure to 31st October, 1915.
PUBLIC WORKS—Continued.	\$ c.	\$ c.	\$ c.
Fourth Concession Bridge, Hagar	1,058 51	.....	1,058 51
Frog Creek Bridge, McIrvine Township	497 93	.....	497 93
Frontenac County, to rebuild bridges destroyed by fires, Clyde River, Mud Lake and Con. 1, Clarendon	3,288 06	.....	3,288 06
Fisher Creek Bridge, Stisted .....	.....	1,573 35	1,573 35
Gananoque River Improvement	366 23	.....	366 23
Gannons Narrows Bridge, contribution	1,000 00	.....	1,000 00
Garden River Bridge, Trunk Road	12,775 74	.....	12,775 74
Gardener Lake Bridge, Hagerman Tp.	399 72	.....	399 72
Georgian Bay Works	7,149 97	.....	7,149 97
Gillies Tp. Bridges	472 03	.....	472 03
Glenelg Bridges	1,000 00	.....	1,000 00
Gooderham and Kinmount Bridges	3,876 79	.....	3,876 79
Golden Lake Bridges	4,645 99	.....	4,645 99
Gold Rock Portage Bridges	1,001 93	.....	1,001 93
Gough's Bridge, Himsworth Tp. ....	.....	2,637 96	2,637 96
Accountable	800 00	.....	800 00
Goulais Bay Road Bridges	1,559 76	.....	1,559 76
Goulais River Bridges, Fenwick	7,448 51	.....	7,448 51
Grass River Bridge, Stanhope	281 55	.....	281 55
Grassy River Bridge, McCrosson Tp.	1,325 32	.....	1,325 32
Graces Creek Bridge	874 25	.....	874 25
Gratuity to Arthur Brown, injured at Toms-town Bridge	140 00	.....	140 00
Great Northern Road Bridge, Plummer	362 75	.....	362 75
Griffiths Bridge	247 50	.....	247 50
Gull and Burnt River Works, dams, slides, bridges, etc.	100,716 60	.....	100,716 60
Gull Creek Bridge, grant to Sheffield .....	.....	196 82	196 82
Graham Creek Bridge, Con. 14, Chisholm .....	.....	1,196 85	1,196 85
Haliburton Bridges, Tp. Dysart, grant	2,000 00	.....	2,000 00
Hawkers Creek Bridge, Verulam Tp., grant, 1910	200 00	.....	200 00
Head River Improvements, Tps. Laxton and Cardon	976 82	.....	976 82
Helferty Bridge, Raglan	380 00	.....	380 00
High Falls, Bridge, Pigeon River	9,706 07	.....	9,706 07
High Falls Bridge, Tp. of Macaulay	1,730 37	.....	1,730 37
Hilliardton Bridge, over White River	5,460 89	.....	5,460 89
Himsworth Bridges	806 29	.....	806 29
Hoeffler Bridge	3,477 20	.....	3,477 20
Hoodstown Road Bridge, Chaffey Tp.	1,200 00	.....	1,200 00
Hoodstown Road Bridge, over Big East River	800 00	.....	800 00
Hog Creek and North River Bridges	3,487 66	.....	3,487 66
Houles and Black Creek Bridges, Salter	3,496 71	124 92	3,621 63
Housey's Rapids Bridge	3,565 03	.....	3,565 03
Hudson Creek Bridge, Tp. of Kearns	1,792 94	.....	1,792 94
Hymers Bridge, Whitefish River	3,000 05	.....	3,000 05
Hawk River Bridge, Stanhope .....	.....	217 82	217 82
Hurds Bridge, McKellar .....	.....	1,142 01	1,142 01
Indian Point Bridge, Manitoulin Island	6,876 49	.....	6,876 49
Indian River Works (deepening) Tps. Sarawak and Keppell	1,850 82	.....	1,850 82
Ingoldsby Bridge	299 94	.....	299 94
Inkerman Dam, Co. Dundas (removal of) ..	1,000 00	.....	1,000 00
Inholme Bridge, Seguin River .....	.....	1,797 81	1,797 81
Jean Baptiste Bridge	98 31	.....	98 31
Jean Baptiste Bridge, 3rd Con. Armstrong ..	2,595 08	.....	2,595 08

STATEMENT No. 2.—*Continued.*

Name of Work.	Expenditure 1st July, 1867, to 31st Oct., 1914.	Expenditure Fiscal Year ending 31st Oct., 1915.	Total Expenditure to 31st October, 1915.
PUBLIC WORKS—Continued.	\$ c.	\$ c.	\$ c.
Jean Baptiste River Bridge, 4th Con. Arm- strong	2,850 00	.....	2,850 00
Joseph River Bridge, Medora	1,756 07	.....	1,756 07
Judge Bridge, White River, Tp. of Casey	9,961 81	.....	9,961 81
Kabuska Creek Bridge, Bonfield	4,980 20	.....	4,980 20
Kahshee and Maxwell Bridges	269 00	.....	269 00
Kaministikwia River Works	22,865 02	.....	22,865 02
Kaministikwia Bridge, Paipoonge	37,553 97	.....	37,553 97
Katrine Bridge, Armour Tp.	1,257 23	.....	1,257 23
Kearney Bridge	6,798 82	.....	6,798 82
Kerr's Bridge, Co. Victoria	2,531 83	.....	2,531 83
Kinmount Bridge	1,500 00	.....	1,500 00
Kushog Lake Dam	300 00	.....	300 00
Kahshee, Morrison and Doe Lake Road Bridges	3,165 50	.....	3,165 50
Kent Bridge, Strong Co. (conditional) .....	.....	784 65	784 65
Kenora District Bridges .....	.....	1,444 24	1,444 24
Lake of the Woods outlet (Kenora) to con- struct steel bridge	26,455 82	.....	26,455 82
L'Amable Bridge, Dungannon Tp.	1,271 43	.....	1,271 43
La Blanche River Bridge and Approaches ..	5,817 72	.....	5,817 72
La Blanche River Bridge	2,929 87	.....	2,929 87
La Blanche Bridge, Tomstown	6,326 68	.....	6,326 68
La Blanche Bridge, Townline Marter Tp. (Special warrant)	4,979 55	775 00	5,754 55
La Grasse Bridge, grant	1,500 00	.....	1,500 00
Lake of Bays, dredging mouth of river at outlet	581 82	.....	581 82
Lake Nosbonsing Bridge, Nipissing District.	3,497 68	.....	3,497 68
Lake Scugog Works, dredging at Port Perry	977 53	.....	977 53
Lake Scugog Flats Road	1,500 00	.....	1,500 00
Lake St. John and Sucker Creek, improving outlet	1,795 56	.....	1,795 56
Laird Township Bridges	1,693 22	.....	1,693 22
Lanark County, allowance for washout	1,225 00	.....	1,225 00
Landing Pier at Port Elgin	2,750 00	.....	2,750 00
Landing Pier at Southampton	2,022 63	.....	2,022 63
Larder Lake Road Bridges	1,219 81	.....	1,219 81
Le Valle River Bridge, Woodyatt	2,374 62	.....	2,374 62
La Vase and Boon Creek, improvements	804 22	.....	804 22
Lawrence Bridge, Gould Road	500 00	.....	500 00
Leeburn Bridge, Aberdeen	4,778 49	1,473 03	6,251 52
Lee Valley Bridge, La Cloche Creek, Algoma District	2,890 78	145 62	3,036 40
Little Rapids Bridge, Little Thessalon	3,261 08	.....	3,261 08
Little Serpent Bridge, Victoria	390 13	.....	390 13
Lockington Bridge, Lash	2,182 57	.....	2,182 57
Madawaska Village Bridge	1,319 00	.....	1,319 00
Madawaska River Bridge, near Arnprior ..	3,000 00	.....	3,000 00
Madawaska River Swing Bridge at Comber- mere, Bridge at Burnston, and Bridge, Tp. Raglan	12,171 43	.....	12,171 43
Madawaska River Bridge, Airy Tp.	3,498 38	.....	3,498 38
Madawaska River Bridge, Murcheson Tp. ..	2,981 13	.....	2,981 13
Magnetawan Works, lock, swing bridge, dam and river improvements; dam and slide, Deer Lake; swing bridge, Tp. Ryerson; dredging Burk's Falls and removing ob- structions Ahmic Lake	76,778 26	.....	76,778 26

STATEMENT No. 2.—*Continued.*

Name of Work.	Expenditure, 1st July, 1867, to 31st Oct., 1914.	Expenditure Fiscal Year ending 31st Oct., 1915.	Total Expenditure to 31st Oct., 1915.
PUBLIC WORKS—Continued.	\$ c.	\$ c.	\$ c.
Magnetawan River Bridge, Perry Tp.	3,469 47	28 00	3,497 47
Magnetawan River Bridge, Burks' Falls ...	16,002 30		16,002 30
Magpie River Bridge	489 28		489 28
Maintenance and Repairs, locks, dams, slides, bridges, etc. (exclusive of sal- aries)	433,200 21	26,931 55	460,131 76
Manitou Lake Works, dam at outlet, etc., Rainy River District	2,794 14		2,794 14
Manitoulin Bridges	894 41	1,464 57	2,358 98
Manitowaba Bridge, McKellar Tp.	798 51		798 51
Maple Island Bridge, Magnetawan River, Tp. McKenzie	993 32		993 32
Mary's and Fairy Lakes Lock Works and bridge over Muskoka River at Hunts- ville	80,438 37		80,438 37
Mary's and Fairy Lake Lock Works to re- new high bridge above lock over Mus- koka River and renew cribbing above and below locks	8,389 39		8,389 39
Martland Township Bridge	1,192 90		1,192 90
Maskinonge Creek, Tp. Cassimer, removing obstructions	499 92		499 92
Matawatchin Bridge, Renfrew County	8,485 67		8,485 67
Mattawa River Bridge and works	22,094 02		22,094 02
Mill Creek improvements, Co. of Prescott	1,000 00		1,000 00
Minden Bridge	4,740 68		4,740 68
Minnitake Bridge	552 34		552 34
Mississauga Bridge, Thompson Tp. (A. Baker, compensation for cow)	75 00		75 00
Mississauga River Bridge, Thompson Tp. ..	24,593 87		24,593 87
Mississauga River, reflooring iron bridge ..	462 60		462 60
Mississicua Lake Dam	4,989 84		4,989 84
Mississicua River Bridge	4,355 94		4,355 94
Mississippi River, McKenzie and Egan Bridges	2,125 26		2,125 26
Mississippi River improvements (obstruc- tions)	7,343 08		7,343 08
Mississippi River, Monroe's Rapids, remov- ing obstructions	900 00		900 00
Moirs River improvements, Tp. Thurlow ..	2,135 32		2,135 32
Monck Road Bridge, etc., Cardiff	774 03		774 03
Montreal River Bridge, Elk Lake	7,845 19		7,845 19
Moose River Works, Co. Stormont	1,000 00		1,000 00
Morley Township Bridge	742 28		742 28
Mountain Lake Bridge, Minden	2,140 02		2,140 02
Mud Creek Bridge, Tp. Herschell	1,800 00		1,800 00
Mud Creek Bridge, Portland	1,000 00		1,000 00
Mud Lake Works, Tp. Dalton	1,502 32		1,502 32
Mumfords Bridge, Distress River, Tp. Chap- man	2,202 01		2,202 01
Muskoka Lake Works	21,915 30		21,915 30
Muskoka Lakes, lock, bridges and dredging at Port Carling	64,683 45		64,683 45
Muskoka Lakes, cut and bridge at Port Sandfield	20,336 05		20,336 05
Muskoka, South Channel Bridge and dam, Bala	7,607 70		7,607 70
Muskoka Lake, Muskosh Falls, dams and bridges at Bala	23,567 03		23,567 03

STATEMENT No. 2.—*Continued.*

Name of Work.	Expenditure 1st July 1867, to 31st Oct., 1914.	Expenditure Fiscal Year ending 31st Oct., 1915.	Total Expenditure to 31st Oct., 1915.
PUBLIC WORKS—Continued.	\$ c.	\$ c.	\$ c.
Muskoka, Joseph River Works (less contri- bution)	486 87	.....	486 87
Muskoka, Kemp's Channel, improvements ..	4,238 69	.....	4,238 69
Muskoka, piers and boom, Jeannette's Chan- nel	1,660 75	.....	1,660 75
Muskoka River Works	42,670 53	.....	42,670 53
Muskoka River Bridge at South Falls	1,000 00	.....	1,000 00
Muskoka River Bridge at Port Sydney	1,000 00	.....	1,000 00
Muskoka River, Port Sydney Dam	4,668 94	2,655 94	7,324 88
Muskoka Road Bridge, Koshie Creek	2,746 40	28 88	2,775 28
Muskrat River improvements	1,861 98	.....	1,861 98
Myers Cave Bridge, Barrie Tp.	931 38	.....	931 38
McCarthy Creek Bridges, Tp. Gibbons	300 00	.....	300 00
McCreight's Bridge, Kirkwood Tp.	5,639 82	.....	5,639 82
McKelvery Creek Bridge, Crozier	1,837 67	.....	1,837 67
McKellar Village Bridge, Parry Sound Dist.	942 28	.....	942 28
McKenzie Creek, improvement	200 35	.....	200 35
Mather-Kingsford Townline Bridges .....	.....	485 73	485 73
McGuire's Bridge, Con. 3, Plummer .....	.....	591 22	591 22
McKenzie Bridge, Oliver .....	.....	1,280 28	1,280 28
McLaren Creek Bridge, grant to Fenelon ..	.....	200 00	200 00
McLarty Bridge, Thessalon River .....	.....	2,848 96	2,848 96
Mississippi Bridge, grant to Clarendon.....	.....	199 08	199 08
Moon Chute, improvements .....	.....	143 58	143 58
Nation River Works	13,877 23	.....	13,877 23
Nation River Dredge (contribution).....	4,000 00	.....	4,000 00
Nation River Bridge, 9th and 10th Conces- sions Cambridge Tp. (grant)	1,000 00	.....	1,000 00
Nation River Bridge, Casselman and Cam- bridge Tps. (grants)	2,000 00	.....	2,000 00
Neighick Lake, dredging at entrance	898 15	.....	898 15
Neebing River Bridge, Neebing Tp.	1,800 00	.....	1,800 00
New Liskeard Bridge, Wabis River	4,000 00	.....	4,000 00
Nipissing Lake Works	9,182 17	.....	9,182 17
Nogies Creek Works	2,144 57	.....	2,144 57
Norland Bridge, Cameron Road	1,354 70	.....	1,354 70
Northwest Arm Bridge	999 68	.....	999 68
North Branch Bridge, Longford	753 35	.....	753 35
North and Black Rivers, removing obstruc- tions	4,535 13	.....	4,535 13
North Road Bridge, Tp. Dymond	1,877 24	.....	1,877 24
North River Bridge, Matchedash	5,526 65	.....	5,526 65
North River, to pay for stock injured by blasting	135 00	.....	135 00
Nottawasaga River Works	9,270 83	.....	9,270 83
Nuggett Creek Bridge, Kenora District	963 29	.....	963 29
Nolalu Bridge, Whitefish River .....	.....	491 66	491 66
Obstacles removed from navigable streams.	513 02	.....	513 02
Oakley Bridge, Muskoka	4,765 03	.....	4,765 03
O'Connor Tp. Bridges	849 72	245 57	1,095 29
Omo Creek Bridge, Pembroke and Mattawa Road	2,927 80	51 70	2,979 50
Onaping River Bridge	2,710 09	.....	2,710 09
Opickinimika River Dams	1,995 33	.....	1,995 33
Orillia Tp. Bridge	2,994 15	.....	2,994 15
Otonabee River Works	9,162 91	.....	9,162 01
Otonabee River Bridge	2,500 00	.....	2,500 00
Otter Creek Bridge at Copp's Falls	426 32	.....	426 32

STATEMENT No. 2.—Continued.

Name of Work.	Expenditure 1st July 1867, to 31st Oct. 1914.	Expenditure Fiscal Year ending 31st Oct., 1915.	Total Expenditure to 31st Oct., 1915.
	\$ c.	\$ c.	\$ c.
PUBLIC WORKS—Continued.			
Otter Creek Bridge, Casey-Brethour Town- line	2,055 85	965 90	3,021 75
Overhead Bridges, Soo branch C.P.R.	11,070 17		11,070 17
Oxdrift Bridge, Kenora District	656 90		656 90
Oxtongue Bridge, Muskoka District	1,058 26		1,058 26
Palmer's Rapids Bridge, Renfrew	4,629 11		4,629 11
Papineau Bridges, Boon Creek	3,085 88		3,085 88
Payne River Bridge, Tp. Finch	2,500 00		2,500 00
Payne River Works	4,000 00		4,000 00
Pautois Creek Bridge, Calvin Tp.	2,373 82		2,373 82
Pearson Tp. Bridges	792 33		792 33
Peninsula Canal Bridge, Fairy Lake	4,148 55	4,322 65	8,471 20
Peninsula Creek, improvements, bridges, etc.	37,495 16		37,495 16
Petawawa River Bridge	3,879 25		3,879 25
Peterson, Beaumaris and Cardwell Bridges.	4,311 57		4,311 57
Pickernel River Improvement, Parry Sound District	4,114 60		4,114 60
Pickernel River Bridge, Wilson Tp.	1,846 46		1,846 46
Pigeon River Works, Co. Victoria	4,999 62		4,999 62
Pinewood Bridge, Rainy River District, re- flooring	375 00		375 00
Pine River Bridge, Dilkes Tp.	1,522 65		1,522 65
Pine River Bridge, Rainy River District ...	3,241 30		3,241 30
Portage Bay Bridge, Keewatin	5,009 50		5,009 50
Portage du Fort Bridge, Ottawa River	10,747 99		10,747 99
Port Severn, Axe Lake and Cooper Bridges .	1,427 41		1,427 41
Poverty Lake Bridge, Monmouth	406 11		406 11
Powassan Bridge	300 00		300 00
Pike Creek Bridge, Field		397 79	397 79
Pine River Bridge, Morley Townline		3,405 21	3,405 21
Radcliffe Bridge	399 53		399 53
Rainy River Road Bridge	4,429 84		4,429 84
Rainy River Bridge	1,996 77		1,996 77
Rates Bridge, Thessalon River	959 08	5,294 38	6,253 46
River Valley Bridge, Sturgeon River	843 76	3,550 77	4,394 53
Roads, Tp. Ryerson	7,295 06		7,295 06
Root River Bridge, Tarentorus Tp. 4th and 6th Concessions	4,257 73	1,226.10	5,483 83
Root River Bridge, Soo Trunk Road	8,217 90		8,217 90
Rose and Plummer Tp. Bridges	497 50		497 50
Rosspport Bridge, Thunder Bay District ...	881 75		881 75
Round Lake Bridge, Hagarty	500 00		500 00
Round Lake Road Bridges	2,301 90		2,301 90
Rubber Boots, purchase of	251 38	120 16	371 54
Running Creek, dredging	1,500 00		1,500 00
Rydal Bank Bridge	10,141 70		10,141 70
Ryerson Townline Bridge, Sprucedale Road	963 30		963 30
Reay Bridge, Muskoka		641 81	641 81
Rosseau Falls Bridge		1,768 51	1,768 51
Salter and Victoria Bridges	499 38		499 38
Sampsons and Sparks Creek Bridges, Bon- field	3,928 84		3,928 84
Sand Lake Road Bridge, Magnetawan River	3,818 81		3,818 81
Sakoose Bridges	947 68		947 68
Sauble River Bridge, Massey	12,708 20		12,708 20
Saugeen River Bridge, Bentinck Tp.	900 00		900 00
Scugog River Works (including Lindsay lock and swing bridge)	97,897 38		97,897 38

STATEMENT No. 2.—*Continued.*

Name of Work.	Expenditure 1st July, 1867, to 31st Oct., 1914.	Expenditure Fiscal Year ending 31st Oct., 1915.	Total Expenditure to 31st Oct., 1915.
PUBLIC WORKS—Continued.	\$ c.	\$ c.	\$ c.
Seguin River Bridge, Christie	5,709 89	.....	5,709 89
Severn River Bridge, Tp. Morrison	3,350 00	.....	3,350 00
Severn River Bridge, East Branch, Rama Tp.	1,990 00	.....	1,990 00
Shadow River Bridge, Tp. Humphrey	490 90	.....	490 90
Shallow Lake and Wabigoon Bridges	3,120 12	97 00	3,217 12
Sherbineau Bridge, Hungerford	500 00	.....	500 00
Shoal Lake and Lake of the Woods, im- provement Ash Rapids	5,998 25	.....	5,998 25
Six Mile Bridge, Shuniah	2,850 96	.....	2,850 96
Slate River Bridge, Kaministiquia River...	580 14	.....	580 14
Sleeman's Bridge and approaches	1,044 80	.....	1,044 80
Snake River, improvements	140 65	.....	140 65
South River Bridge, Nipissing Tp.	5,846 00	44 80	5,890 80
South River and Eagle Lake Bridges, Tp. Machar	1,295 87	.....	1,295 87
South River Bridge, Himsworth Tp.	1,937 30	.....	1,937 30
Spanish River Bridge, Massey	28,723 08	.....	28,723 08
Spanish River Bridge and approaches, Webb- wood	18,364 73	.....	18,364 73
Spanish River Bridge, grant to Nairn Tp. ..	1,000 00	.....	1,000 00
Spanish River Bridge, Nairn Tp.	14,302 78	.....	14,302 78
Squaw River Works	1,688 16	.....	1,688 16
Squaw River Works, dam at Harvey	581 56	.....	581 56
Stanley Bridge, Thunder Bay District	8,142 89	.....	8,142 89
Star Lake Works	412 22	.....	412 22
Steidtler Creek Bridge, Parry Sound Dist. ..	954 47	.....	954 47
Stephenson Float Bridge	808 15	.....	808 15
Still River Bridge, Byng Inlet	918 60	.....	918 60
Stisted, Sharpes Creek and Hoc-Roc Bridges	2,537 28	.....	2,537 28
Stoney Creek Works, Ops Tp.	4,828 25	.....	4,828 25
Stoney Creek Bridge, Ryerson	831 68	.....	831 68
St. Joseph Tp. Bridge, Algoma District	1,288 98	.....	1,288 98
Sturgeon River Bridge, Tp. Field.	3,616 08	.....	3,616 08
Sturgeon River Bridge, Tp. Gibbons	2,610 35	.....	2,610 35
Sturgeon Falls Bridge	18,691 51	150 00	18,841 51
Sturgeon Bridge, Mather and Dobie Town- line	358 33	.....	358 33
Suddaby's Bridge, Johnson	1,876 50	.....	1,876 50
Sunday Creek Bridge	603 00	.....	603 00
Sunday Creek Bridge, Dack	321 11	.....	321 11
Sunday Creek Bridge, Robilliard	357 37	.....	357 37
Surveys and Inspections, etc.	72,002 64	2,288 55	74,291 19
Swamp Creek Bridge, grant to Clarendon ..	188 70	.....	188 70
Swansons Creek Bridge, Van Horne	962 00	.....	962 00
Sydenham River Works	2,156 26	.....	2,156 26
Sylvester Bridge Diversion, Kirkpatrick ...	724 71	.....	724 71
Scott River Bridge, grant to Kaladar .....	.....	296 26	296 26
Sherwood Station Bridge .....	.....	3,382 82	3,382 82
Strange Tp. Bridges .....	.....	681 52	681 52
Sturgeon Creek Bridge, Shenston .....	.....	610 90	610 90
Talbot River Works	605 95	.....	605 95
Thessalon and Larchwood Bridges	7,769 69	.....	7,769 69
Thessalon Road (horse killed)	225 00	.....	225 00
Tiers Bridge, Hawkers Creek	200 00	.....	200 00
Toll Road, City of St. Thomas	3,000 00	.....	3,000 00
Toll Road, Hope Tp. purchase of	2,300 00	.....	2,300 00
Toll Road, London and Port Stanley, Elgin County, purchase of	3,000 00	.....	3,000 00

STATEMENT No. 2.—*Continued.*

Name of Work.	Expenditure, 1st July, 1867, to 31st Oct., 1914.	Expenditure, Fiscal Year ending 31st Oct., 1915.	Total Expenditure, to 31st Oct., 1915.
PUBLIC WORKS—Continued.	\$ c.	\$ c.	\$ c.
Toll Road, Tp. of London, towards purchase of	3,666 00	.....	3,666 00
Tomstown Bridge, repairs	400 00	.....	400 00
Tory Hill Bridge	499 35	.....	499 35
Trenough Bridge, Rama	1,000 00	.....	1,000 00
Trent River Bridge and Works	2,000 00	.....	2,000 00
Tunnel Bridge, Wells Tp.	5,341 54	.....	5,341 54
Two Tree Bridge, St. Joseph's Island	1,812 95	.....	1,812 95
Two Tree Bridge, Concession "F," St. Joseph .....	.....	500 00	500 00
Temiskaming District Bridges .....	.....	3,901 89	3,901 89
Temiskaming Railway Survey	24,823 58	.....	24,823 58
Thornloe Bridge, Wright's Creek .....	.....	583 78	583 78
Union Creek, improvements	1,050 63	.....	1,050 63
Veuve River Bridge, Tp. Dunnet	918 70	.....	918 70
Veuve River Bridge, Tp. of Kirkpatrick	541 06	.....	541 06
Veuve River Bridge, Hagar Tp.	997 95	.....	997 95
Veuve River Bridge, Markstay	3,229 82	.....	3,229 82
Veuve River Bridge, Tp. Verner	5,719 38	.....	5,719 38
Verner Culvert	1,163 11	.....	1,163 11
Vermillion River Bridge, Tp of Hanmer	662 75	.....	662 75
Vermillion River Bridge, Whitefish	18,840 63	.....	18,840 63
Vermillion River Bridge, Capreol	821 28	.....	821 28
Vankoughnet Bridge, Goulais River .....	.....	5,886 23	5,886 23
Wabigoon Bridge	2,892 79	.....	2,892 79
Wabigoon Tp. Bridges	500 00	.....	500 00
Wabis River Bridge	2,773 33	.....	2,773 33
Wabis Creek, to construct bridge over	1,760 08	.....	1,760 08
Wabis River Works, Tps. Dymond, Harris and Kearns	1,340 51	.....	1,340 51
Wages and Expenses, supervising foremen ..	5,864 64	2,420 69	8,285 33
Wahnapiatae Log Canal	3,334 54	.....	3,334 54
Wahnapiatae River Bridge and approaches ..	4,642 49	.....	4,642 49
Walker River Bridge, Desbarats	1,470 86	.....	1,470 86
Warren Bridge, Veuve River	2,823 58	.....	2,823 58
Wasdale Bridge, Ontario and Simcoe	1,000 00	.....	1,000 00
Washago Wharf	489 22	.....	489 22
Washago and Gravenhurst Road	32,792 12	.....	32,792 12
Watt, Ryde and Macaulay Bridges	4,094 98	.....	4,094 98
Waters, Second Concession Bridge	1,736 80	.....	1,736 80
Wawa Road Bridge	1,198 39	.....	1,198 39
West Arm Bridge, Lake Nipissing	11,260 08	.....	11,260 08
West's Bridge, Thessalon River, Plummer Tp.	5,345 32	.....	5,345 32
West Channel Bridge floor, Kenora	962 84	.....	962 84
White Bridge, Mayo	291 73	.....	291 73
Whitefish River, removing obstructions	249 15	.....	249 15
White River Bridge, Pacaud boundary	3,423 97	.....	3,423 97
White River Bridge and approaches, Marter Tp.	3,185 45	.....	3,185 45
White River Bridge, Bellingham	6,937 27	.....	6,937 27
Whitefish Bridge, Lybster	499 45	.....	499 45
Whitestone Bridge, McKenzie Tp.	1,821 16	.....	1,821 16
Whitestone Lake Bridge, Parry Sound Dis- trict	706 40	.....	706 40
Widdifield Bridges	2,132 90	.....	2,132 90
Wilno and Rockingham Bridges	499 34	.....	499 34
Winnipeg River Bridge, Pellatt Tp.	11,039 99	.....	11,039 99
Wissi-Wassa Bridge, Himsworth Tp.	1,745 60	141 20	1,885 80
Wollaston Tp. Bridge	765 73	.....	765 73

STATEMENT No. 2.—*Continued.*

Name of Work.	Expenditure, 1st July, 1867, to 31st Oct. 1914.	Expenditure Fiscal Year ending 31st Oct., 1915.	Total Expenditure, to 31st Oct., 1915.
PUBLIC WORKS—<i>Continued.</i>	\$ c.	\$ c.	\$ c.
Wolseley River Bridge, Mattawa Tp.	974 20	.....	974 20
Wolseley Bridge, Guy's Hill, Martland.....	993 12	.....	993 12
Wright's Creek Bridge, Tp. Casey	1,813 35	.....	1,813 35
Wye River Works	5,176 98	.....	5,176 98
Wassa Bridge, Con. 13, Chisholm .....	.....	1,415 08	1,415 08
York Branch River Bridge, Tp. Dungannon.	1,910 31	.....	1,910 31
Young's Point Lock	31,192 72	.....	31,192 72
Total Public Works	2,644,163 24	126,971 62	2,771,134 86
DRAINAGE WORKS:			
Algoma District Road Drainage	1,414 57	802 80	2,217 37
Allan Arcand, Mountain Tp.	2,200 00	.....	2,200 00
Aux Raisin River, Tps. of Osnabruck and Cornwall	7,000 00	.....	7,000 00
Baldwin Drain, Mountain Tp.	290 00	.....	290 00
Barkley Creek, Winchester Tp.	1,000 00	.....	1,000 00
Beaver Creek Drain, Cornwall Tp.	750 00	.....	750 00
Bear Lake Outlet, Macpherson (improving)	1,437 83	.....	1,437 83
Bequith Creek Drain, Cumberland and Clarence Tps.	1,000 00	.....	1,000 00
Big Creek Drain, Tps. West and North Til- bury	9,367 30	.....	9,367 30
Big Marsh Drainage, Pelee Island	2,000 00	.....	2,000 00
Black Creek, clearing, Matchedash	496 91	.....	496 91
Bonfield Creek, improving	1,505 86	.....	1,505 86
Brethour Tp., drainage	499 83	.....	499 83
Brook Tp., outlet drain for Durham Creek.	1,300 00	.....	1,300 00
Bromley Tp., drainage scheme	1,100 00	.....	1,100 00
Burnett Drain, Elma Tp.	1,500 00	.....	1,500 00
Capreol Drainage, Lots 5 and 10, 3rd Con..	800 00	.....	800 00
Capreol Tp. Drainage (grant)	399 86	.....	399 86
Carp River Drainage Scheme	2,000 00	.....	2,000 00
Castor Extension and 8th Con. Winchester..	1,600 00	.....	1,600 00
Cavan Tp. Drainage Works	4,000 00	.....	4,000 00
Cobb Lake Drainage, Clarence	3,000 00	.....	3,000 00
Collins Creek, improvement	396 51	400 00	796 51
Crow Lake Channel, improvement	299 96	.....	299 96
Dauphin Drainage Works, Tp. of Raleigh ..	5,000 00	.....	5,000 00
Dawn and Enniskillen Townline Drain	2,500 00	.....	2,500 00
Dixon Creek Drain, Roxborough, Cornwall and Osnabruck .....	.....	2,000 00	2,000 00
Douro Drainage Works, Tp. Douro	1,200 00	.....	1,200 00
Eastnor Tp. Outlet Drain	2,480 00	.....	2,480 00
East Simcoe District Road, drainage	500 00	486 46	986 46
Eldon Tp. drainage	1,500 00	.....	1,500 00
Elma Tp. Drainage Works	4,000 00	.....	4,000 00
Elson and Crooked Creek drainage scheme, Tp. Dawn	2,000 00	.....	2,000 00
Evanturel Tp. Drain	749 24	.....	749 24
Ferris Tp. Drain	500 00	.....	500 00
Fish Creek Improvement, Hinchinbrook	388 71	.....	388 71
Forbes Drainage Works, Tilbury East Tp..	2,000 00	.....	2,000 00
Fraser Creek Drainage, Tp. of Roxborough..	300 00	.....	300 00

STATEMENT No. 2.—*Continued.*

Name of Work.	Expenditure 1st July, 1867, to 31st Oct., 1914.	Expenditure Fiscal Year ending 31st Oct., 1915.	Total Expenditure, to 31st Oct., 1915.
DRAINAGE WORKS—Continued.			
	\$ c.	\$ c.	\$ c.
Hagarty Creek Drain, Euphemia and Mose Tps.	1,000 00	.....	1,000 00
Hardy Creek Drainage Works, Tp. of Adel- aide	1,500 00	.....	1,500 00
Hardy Creek Drain, Tp. of Metcalfe	1,000 00	.....	1,000 00
Hardy Creek Drain, Warwick	225 00	.....	225 00
Harley Township Drainage	472 33	.....	472 33
Hanmer and Rayside Drainage	1,500 00	.....	1,500 00
Henry Marentette Drain, Sandwich	1,500 00	.....	1,500 00
Hilliard Tp. Drainage, 4th Con.	780 00	.....	780 00
Howick Tp. Drainage	500 00	.....	500 00
John Taylor Drain, Marlborough and North Gower (grant)	1,000 00	.....	1,000 00
Kenyon, Charlottenburgh, Cornwall and Roxborough Tps., drainage	700 00	.....	700 00
Lalonde Drainage Works, Roxborough	900 00	.....	900 00
Little Creek Drain, Tilbury North	2,000 00	.....	2,000 00
Little River, Sandwich East	2,000 00	.....	2,000 00
Little Sauble Drain, Usborne Tp.	1,000 00	.....	1,000 00
Logan Northwest Drain, Tp. Logan	1,000 00	.....	1,000 00
Long Marsh Drain, extension Anderdon ...	3,000 00	.....	3,000 00
Long Swamp Drainage Works (or David- son), Tp. Keppell	1,500 00	.....	1,500 00
Louise Tp. Drain, Lots 2 to 10, Con. 6	700 00	.....	700 00
Lovelace and Orton Drain, North Gosfield ..	.....	1,500 00	1,500 00
Lyons Creek Drain, Humberstone (grant) ..	800 00	.....	800 00
Mad River Improvement (conditional)	1,823 30	.....	1,823 30
Manitoulin District Road Drainage	1,472 66	1,342 96	2,815 62
Mara Tp. Drainage, Sucker Creek, etc.	1,941 72	.....	1,941 72
Mara and Rama Drainage	1,328 44	950 00	2,278 44
Maxwell Creek Drain, Chatham Tp. (grant)	4,000 00	.....	4,000 00
Medonte Tp. Drain	1,800 00	.....	1,800 00
Merrick Creek Drainage Works, South Sand- wich Tp.	1,000 00	.....	1,000 00
Michener and Wignell Drain, Humberstone.	800 00	.....	800 00
Miller Drain, Tp. Mountain	220 00	.....	220 00
Miscellaneous drainage	27 00	.....	27 00
Moir Lake Drainage, Huntingdon.....	1,000 00	.....	1,000 00
Monklands Drainage Scheme, Tp. Roxborough	1,200 00	.....	1,200 00
Mud Lake Drainage, Tp. Keppell	963 23	.....	963 23
Muskoka District Road Drainage	483 63	456 40	940 03
McDonald Robertson Drain, Lochiel	1,500 00	.....	1,500 00
McFarlane Relief Drain, Dover	4,000 00	.....	4,000 00
McGregor Creek Works, Tp. Howard	2,000 00	.....	2,000 00
McIntyre Creek Drainage Works	2,200 00	.....	2,200 00
McLellan and Booth Creek Drain, Dawn ...	1,000 00	.....	1,000 00
Nesbitt and Rogers Drains, Tp. Bosanquet ..	300 00	.....	300 00
Ninth Concession Drain, Brooke	1,000 00	.....	1,000 00
Nipissing District Roads, drainage	3,025 84	1,486 23	4,512 07
North Branch Drainage Works, Tps. Rox- borough and Cornwall	2,000 00	.....	2,000 00
North Branch and McIntosh Drain, Rox- borough (grant)	2,000 00	.....	2,000 00
North-East Drain, Ellice and Logan	1,000 00	.....	1,000 00
Nottawasaga River Drainage	1,368 01	.....	1,368 01
Parry Sound District, drainage	1,688 16	253 10	1,941 26

STATEMENT No. 2.—*Continued.*

Name of Work.	Expenditure 1st July, 1867, to 31st Oct., 1914.	Expenditure Fiscal Year ending 31st Oct., 1915.	Total Expenditure to 31st Oct., 1915.
	\$ c.	\$ c.	\$ c.
DRAINAGE WORKS—<i>Continued.</i>			
Pedan Drainage Works, Marlborough Tp. . .	1,000 00	.....	1,000 00
Pelee Point Marsh Drainage, Mersea (By- law 815)	6,500 00	.....	6,500 00
Pelee Island Drainage	3,500 00	.....	3,500 00
Perche Drainage Scheme, Sarnia (grant) ..	1,500 00	.....	1,500 00
Petite, Castor River and Annabel Creek Drainage Works, Tp. Winchester	7,700 00	.....	7,700 00
Pickerel River Improvement, Huntingdon (conditional)	500 00	.....	500 00
Pike Creek Drainage Scheme, Maidstone and Sandwich	2,000 00	.....	2,000 00
Pike Drainage Works, Tp. Tilbury East	2,000 00	.....	2,000 00
Pottawatomie River Drainage Works, Tp. Derby	3,500 00	.....	3,500 00
Pulse Creek Drain	1,500 00	.....	1,500 00
Rama Tp. Road Drainage	200 00	.....	200 00
Rainy River Roads, drainage	12,126 80	5,832 36	17,959 16
Richmond Drain, Colchester South (grant) ..	1,500 00	.....	1,500 00
Running Creek, dredging west of 5 and 6 side road	3,500 00	.....	3,500 00
Ruscomb Drainage Works, Tp. Rochester ..	9,300 00	.....	9,300 00
Rusdale Creek, Bathurst Tp. drain	1,200 00	.....	1,200 00
Silver and Castor Works, Tps. Mountain, Osgoode, South Gower and Winchester ..	2,400 00	.....	2,400 00
Silver Creek and Castor River	1,600 00	.....	1,600 00
Snake River, Tp. Bromley	7,700 00	.....	7,700 00
South Branch Drain, Cornwall (grant)	3,000 00	.....	3,000 00
Spring Creek Drainage Works, Lochiel Tp. .	2,000 00	.....	2,000 00
Springer Tp. Drain	610 00	.....	610 00
Springer Tp. Drain (Colonization Roads) ..	115 00	.....	115 00
Stewart Proulx Drain, Lochiel	800 00	.....	800 00
Stoney Creek Drain, Cornwall	1,500 00	.....	1,500 00
Sturgeon Falls District, drainage	1,997 77	1,294 04	3,291 81
Sudbury District, drainage	2,939 00	1,487 21	4,426 21
Sundry Drainage Works (charged to muni- cipalities)	329,980 93	.....	329,980 93
Survey and Drainage Swamp Lands (Prov. acct.)	36,600 51	.....	36,600 51
Temiskaming District, drainage	4,615 45	1,998 27	6,613 72
Tilbury East, outlet drain	3,020 00	.....	3,020 00
Toulouse Drain, Dover	500 00	.....	500 00
Van Camp Drainage Scheme	2,700 00	.....	2,700 00
West Luther Drainage	2,000 00	.....	2,000 00
Whitebread Pumping Scheme, Dover	1,000 00	.....	1,000 00
Whitebread Drainage Work, Tp. Sombra ...	4,000 00	.....	4,000 00
Drainage	599,301 36	20,289 83	619,591 19
Colonization and Mining Roads	7,965,561 66	220,262 26	8,185,823 92
Good Roads—Highway Improvement	1,799,417 29	262,005 61	2,061,422 90
Aid to Railways	9,205,220 11	253,732 54	9,458,952 65

STATEMENT No. 2.—*Continued.*

Name of Work.	Expenditure 1st July, 1867, to 31st Oct., 1914	Expenditure Fiscal Year ending 31st Oct., 1915	Total Expenditure to 31st Oct., 1915
NOTE:	\$ c.	\$ c.	\$ c.
Certificates issued to Rail- ways \$10,515,892 45			
Cash paid direct to Rail- ways 2,337,982 42			
Aid granted 2,836,007 miles. \$12,853,874 87			
Certificates outstanding ... 3,394,922 22			
Actual cash expended to 31st October, 1915 \$9,458,952 65			
Totals	42,285,543 53	2,546,039 18	44,831,582 71
RECAPITULATION:			
Total Public Buildings	20,071,879 87	1,362,777 32	21,734,657 19
" Public Works and Drainage	3,243,464 60	147,261 45	3,390,726 05
" Colonization and Mining Roads ...	7,965,561 66	220,262 26	8,185,823 92
" Good Roads, Highway Improvement	1,799,417 29	262,005 61	2,061,422 90
" Aid to Railways	9,205,220 11	253,732 54	9,458,952 65
Grand Totals	42,285,543 53	2,546,039 18	44,831,582 71

Department of Public Works, Ontario.
Toronto, February, 1916.

M. C. O'DONNELL,
Accountant Public Works.

STATEMENT No. 3.

Being a classified statement showing the expenditure on Capital Account for Public Buildings, Public Works, Colonization Roads, Good Roads (Highway Improvement), Aid to Railways, etc. (1) The total expenditure for thirty-seven years and six months, from the 1st of July, 1867, to the 31st of December, 1904; (2) the total expenditure for nine years and ten months from the 1st of January, 1905, to the 31st October, 1914; (3) the expenditure for one year, to the 31st of October, 1915; and (4) the grand total expenditure from the 1st of July, 1867, to the 31st of October, 1915.

Name of work.	Expenditure 1st July, 1867, to 31st Dec., 1904.	Expenditure, 1st January, 1905, to 31st October, 1914.	Expenditure for year to 31st October, 1915.	Total Expenditure to 31st October, 1915.
	\$ c.	\$ c.	\$ c.	\$ c.
1. Hospitals for the Insane, etc., at Toronto, Whitby, Mimico, London, Hamilton, Kingston, Brockville, Orillia, Cobourg, Penetanguishene and Woodstock	4,774,584 48	2,547,717 39	724,972 02	8,047,273 89
2. Penal Institutions, viz., Reformatory for Females; Reformatory for Boys; Central Prison, Toronto; New Provincial Prison, Guelph, including abattoir; and Industrial Farms, Fort William, Sault Ste. Marie and Burwash	1,356,979 02	1,531,994 85	492,277 55	3,381,251 42
3. Educational Institutions, viz., The Ontario School for the Deaf, Belleville; The Ontario School for the Blind, Brantford; School of Practical Science, Toronto; Normal and Model Schools, at Toronto and Ottawa, Normal Schools at London, Stratford, Hamilton, Peterborough and North Bay, English-French Training School, Sandwich, and Hygienic Building, London..	1,791,329 68	1,211,758 46	61,191 83	3,064,279 97
4. Agricultural Institutions, viz., Ontario Agricultural College, Guelph; Winter Fair Building, Guelph; Fruit Experimental Station, Jordan Harbour; Dairy Schools, Kingston and Strathroy; Dairy Farm, Algoma; Farm, Mimico; Ontario Veterinary College, Toronto; and Ontario Government Office Building, London, England	719,257 51	812,503 69	70,879 87	1,602,641 07
5. Buildings for Administration of Justice, being Osgoode Hall, Toronto, and Court Houses, Lockups, Registry Offices, etc., in the Districts of Algoma, Thunder Bay, Muskoka, Parry Sound, Nipissing, Manitoulin, Sudbury, Rainy River, Kenora and Temiskaming,	455,731 09	782,182 87	72,687 61	1,310,601 57

STATEMENT No. 3.—Continued.

Name of work.	Expenditure 1st July, 1867, to 31st Dec., 1904.	Expenditure 1st January, 1905, to 31st October, 1914.	Expenditure for year to 31st October 1915.	Total Expenditure to 31st October 1915.
	\$ c.	\$ c.	\$ c.	\$ c.
6..Parliament and Departmental Buildings, and old and new Government House	1,776,474 75	2,276,782 79	238,818 49	4,292,076 03
7. Works for the improvement of Navigation, such as locks, dams, slides, etc., and works for the improvement of Transportation, such as bridges, piers, roads, etc....	1,243,557 93	1,383,041 35	126,971 62	2,753,570 90
8. Drainage Works; Grants and Advances to Municipalities..	393,338 27	184,069 09	20,289 83	597,697 19
9. Miscellaneous Expenditures, viz., Brock's Monument; Niagara River Fence; Clear- ing of Log Houses, Town- ship of Ryerson; Temis- kaming Surveys; Immigra- tion Offices: Lodging House; Children's Shelter, Toronto; Fish and Game Department Boat Houses, Hatchery Build- ing, Compensation to injured workmen, etc.....	54,590 07	19,451 18	1,949 95	75,991 20
19. Colonization and Mining Roads	4,059,464 44	3,906,097 22	220,262 26	8,185,823 92
11. Aid to Railways (actual cash expended)	7,456,173 01	1,749,047 10	253,732 54	9,458,952 65
12. Good Roads, Highway Improve- ment and Object Lesson Roads	114,438 05	1,684,979 24	262,005 61	2,061,422 90
Totals	24,195,918 30	18,089,625 23	2,546,039 18	44,831,582 71

Department of Public Works, Ontario.
Toronto, February, 1916.

M. C. O'DONNELL,
Accountant Public Works.

STATEMENT
OF
SECRETARY
AND
LAW CLERK.

STATEMENT No. 4.

Showing the several contracts and bonds entered into with His Majesty, during the twelve months ending the 31st of October, 1915, in connection with the Public Buildings and Works, subject to the control of the Public Works Department.

Date.	Work.	Subject of Contract.	Contractors.	Sureties.	Particulars.	Amount.
1914. Dec. 31.....	Penetanguishene Hospital for Insane.	Electric switch equipment..	The Northern Electric Co., Ltd., Toronto..	.....	.....	\$1,775 00
1915. Mar. 19.....	Parliament Buildings, Boiler Room.	Supply and installation of one Fess System Rotary Fuel Oil Burner.	The Fess Fess System Co. of Canada, Ltd., Toronto.	.....	.....	1,025 00
April 23.....	New Government House, Toronto	Supply and installing electric lighting fixtures (English manufacture).	The Robert Simpson Co., Ltd., Toronto.	The Imperial Guarantee & Accident Insurance Co., of Canada.	.....	8,295 00
April 21.....	New Government House, Toronto.	Supply and installing electric lighting fixtures (Canadian manufacture).	Frederick C. Henderson, of Toronto.	Thos. W. Horn and Arthur M. Grantham, both of the City of Toronto.	.....	5,927 00
May 4.....	New Government House, Toronto.	Supply and construction of concrete sidewalks, steps service drive and court.	Edith K. Gardner, carrying on business under the name, style and firm of A. Gardner & Co., of Toronto.	Ernest Anning and Thos. Ashton, both of the City of Toronto, Contractors.	.....	2,885 00
May 4.....	New Government House, Toronto.	Supply and construction of garage, stable and coach house.	Fred. Holmes & Son, Limited, Toronto.	Thos. Gander & Son, and Fred. Holmes, both of City of Toronto, Contractors.	.....	14,637 00
May 4.....	New Government House, Toronto	Supply and construction of Entrance Lodge.	Fred. Holmes & Son, Ltd., Toronto.	Thos. Gander & Son, and Fred Holmes, both of the City of Toronto, Contractors.	.....	\$6,131 00

May 20.....	Sault Ste. Marie, Gaol.	Supply and construction of Gaol Building.	of MachIntyre, Haining & Kelly, of Sault Ste. Marie, General Contractors.	Canadian Surety Co of Toronto.	25,390 00
June 9.....	River Valley Bridge, Sturgeon Falls District.	Steel superstructure.	McGregor & McIntyre, Ltd., of the City of Toronto, Ont.		2,650 00
June 10.....	Fort William Registry Office.	Supply and erecting Registry Office Building.	Michael H. Braden, Contractor, of the City of Fort William.	United States Fidelity & Guaranty Co.	19,945 27
June 4.....	Government House and Parliament Buildings, Toronto.	Supply of hard and soft coal, hardwood and pinewood.	Standard Fuel Co., of Toronto, Ltd.	Chas. T. Logan and Geo. Vick, both of City of Toronto.	6 80 7 00 7 00 6 80 5 15 8 50 5 80
June 4.....	Osgoode Hall, Normal and Model Schools, and Ontario Veterinary College.	Supply of hard and soft coal, pinewood and pine slabs.	P. Burns & Co., Ltd., Toronto.	Edward A. Burns, and Geo. D. MacDonald, both of Toronto.	6 65 6 90 6 90 7 05 5 25 5 00 9 00 7 50 5 50

STATEMENT No. 4.—Continued.

Showing the several contracts and bonds entered into with His Majesty, during the twelve months ending the 31st of October, 1915, in connection with the Public Buildings and Works, subject to the control of the Public Works Department.

Date.	Work.	Subject of Contract.	Contractors.	Sureties.	Particulars.	Amount.
June 4.....	Ottawa Normal and Model Schools.	Supply of hard and soft coal.	The Independent Coal Co., Ltd., Ottawa.	F. X. Laderoute and Fred. K. Slattery, both of the City of Ottawa.	Egg coal, per ton Stove coal, per ton Soft coal, per ton	7 75 7 75 5 40
June 4.....	Ottawa Normal and Model Schools.	Supply of pinewood.	John Heney & Son, Ltd., of the City of Ottawa.	E. J. Daly of the City of Ottawa. Barrister.	per cord	4 00
June 15.....	London Normal School.	Supply of hard egg coal.	Chantler Bros., of the City of London	Jas. Granger & John Henry A. Beattie, both of the City of London, Gentlemen.	per ton Pine slabs, per cord	6 60 4 50
June 4.....	Peterborough Normal School.	Supply of large egg coal and pine slabs, season, 1915-16.	H. B. Taylor & Son, of the City of Peterborough, Coal Dealers	Wm. Nofall & John F. Allin, both of the City of Peterborough.	per ton Pine slabs, per cord	7 65 3 25
June 4.....	Hamilton Normal School.	Supply of hard egg coal and pine slabs, season 1915-16.	Thos. Myles' Sons, Ltd., of the City of Hamilton.	Wm. H. Myles and Geo. H. Precious, both of the City of Hamilton.	per ton Egg coal, per ton Nut coal, per ton Pine slabs, per cord	5 85 6 10 6 25
July 14.....	Stratford Normal School.	Supply of hard egg coal and pine slabs, season 1915-16.	Caspar Schneider, of the City of Stratford, Coal Dealer.	Conrad Dannecker & Henry Pauli, both of the City of Stratford, Merchants.	per ton Egg coal, per ton Pine slabs, per cord	6 45 4 75
June 4.....	North Bay Normal School.	Supply of egg and nut coal and pine slabs, season 1915-16.	Coleman & Prest, of the Town of North Bay, Coal Dealers.	Herbert McEwen Anderson, Land Surveyor, & Fredrick Milne, Lumbermen, both of North Bay.	per ton Egg coal, per ton Nut coal, per ton Pine slabs, per cord	8 00 8 00 4 00

June 2.....	Brantford Ontario Supply of hard and soft coal, season 1915-16. School for the Blind.	Daniel McDonald, of the City of Brantford, Coal Dealer.	John Fair and Stephen P. Pitcher, both of the City of Brantford.	Stove coal, per ton Nut coal, per ton Soft coal, per ton	6 05 6 20 4 34
June 4.....	Belleville School for the Deaf.	Nathaniel Allen, of the City of Belleville. Coal Dealer.	Thos. Stewart & James Wilfred Davison, both of the City of Belleville.	Nut coal, per ton Stove coal, per ton Soft coal, per ton Subject to reduction if siding is built, 15c., and if dredging done at dock, 25c.	7 46 7 23 4 28
June 15.....	New Government House, Toronto.	John Witchall and Arthur Witchall. Carrying on business under the firm of Witchall & Son, of Toronto.	United States Fidelity & Guaranty Co., of the City of Toronto.	.....	4,892 00
June 24.....	Sherwood Bridge over Thessalon River, District of Algoma.	The Hamilton Bridge Works Co., Ltd.	.....	.....	993 00
June 24.....	Wabi River Bridge on Kearns and Harley Townline, District Temiskaming.	The Hamilton Bridge Works Co., Ltd.	.....	.....	1,049 00
June 26.....	New Government House, Toronto.	Cement Products, Ltd., of the City of Toronto	James H. Wickett and Fred. A. Fish, both of the City of Toronto, Contractors.	.....	6,400 00
Sept. 3.....	New Government House, Toronto.	The Canadian Griscom Russell Co., Ltd., Toronto.	.....	.....	4,250 00

STATEMENT No. 4.—Continued.

Showing the several contracts and bonds entered into with His Majesty, during the twelve months ending the 31st of October, 1915, in connection with the Public Buildings and Works, subject to the control of the Public Works Department.

Date.	Work.	Subject of Contract.	Contractors.	Sureties.	Particulars.	Amount.
Sept. 3....	Parry Sound Registry Office.	Work and material for lavatory addition.	Alexander Bannan, Contractor, Parry Sound.	Arthur T. Hagan and John Galna, both of Parry Sound.		478 00
Sept. 7....	Fort Frances Registry Office.	Work and material for Registry Office addition.	A. F. Scott, Contractor, Fort Frances.	H. Williams and W. G. Johnson, both of Fort Frances.		2,100 00
Sept. 11....	Parliament Buildings.	Two steel cases for Bureau Archives.	The Steel Equipment Co., Ltd., Ottawa.			1,104 00
Sept. 15....	New Government House, Toronto.	Supply and construction of cupboards, fittings, etc., in Wing and Main Building.	W. J. Trick Co., Ltd., Oshawa, Ont.			1,975 00
Sept. 15....	New Government House, Toronto.	Supply and construction of Pergola.	Geo. Rathbone, Ltd., Toronto.			850 00
Sept. 18....	New Government House, Toronto.	Cutting and placing two Caen stone mantels.	Fred. Holmes & Sons, Ltd., Contractors, Toronto.			800 00
Sept. 2.....	New Government House, Toronto.	Plumbing, gasfitting, steam heating in garage, stables and entrance Lodge.	Purdy Mansell, Ltd., Toronto.	A. S. Purdy & Percy C. Mansell, of the City of Toronto.	Garage & stables Entrance lodge.	2,638 00 776 00

Sept. 28.....	Hurds Bridge, McKel-Steel superstructure, 70 ft. Dominion Bridge Co., Ltd., Toronto.				850 00
	lar Tp., District of Parry Sound.				
Oct. 8.....	New Government House, Toronto.	Kitchen equipment.	Geo. Sparrow & Co., 119 Church St., Toronto.		805 00
Oct. 4.....	Fort William Registry Office.	Plumbing and heating new Registry Office.	The Dominion Plumbing Co., Ltd.	Malcolm Cochran, Bank Manager, and Alexander Cameron, Contractor, both of the City of Fort William, Ont.	690 00 1,471 00
Oct. 26.....	New Government House, Toronto.	Hot water system in greenhouse, and plumbing and drainage work.	Purdy, Mansell, Ltd., Toronto.		1,545 00 253 00
Oct. 4.....	Fort William Registry Office.	Electric wiring and fixtures.	F. S. Jones Electric Co., Fort William.		550 00
Oct. 4.....	New Government House, Toronto.	Supply and construction of greenhouse.	Glass Garden Builders, Ltd., Toronto.		3,531 22
Oct. 15.....	Fort Frances Registry Office.	Heating system.	Gough & Knibbs, Heating Contractors, West Fort William, Ont.		528 00
Oct. 29.....	Sault Ste. Marie Gaol Building.	Electric wiring and fixtures.	Orval C. Carney, Sault Ste. Marie, Ont.		918 00

Department of Public Works, Ontario,
Toronto, February, 1916.

H. F. McNAUGHTEN,
Secretary and Law Clerk Public Works.

Ninth Annual Report
OF THE
GAME AND FISHERIES
DEPARTMENT

1915

PRINTED BY ORDER OF
THE LEGISLATIVE ASSEMBLY OF ONTARIO



TORONTO:
Printed and Published by A. T. WILGRESS, Printer to the King's Most Excellent Majesty
1916

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Corner Queen and John Streets
TORONTO

To His Honour SIR JOHN STRATHEARN HENDRIE, K.C.M.G., C.V.O., a Colonel in
the Militia of Canada, etc., etc., etc.

Lieutenant-Governor of the Province of Ontario.

MAY IT PLEASE YOUR HONOUR:

I have the honour to submit herewith, for the information of Your Honour and the Legislative Assembly, the Ninth Annual Report of the Department of Game and Fisheries of this Province.

I have the honour to be,

Your Honour's most obedient servant,

F. G. MACDIARMID. •
Minister of Public Works.

TORONTO, 29th March, 1916.

Ninth Annual Report

OF THE

Department of Game and Fisheries of Ontario

*To the Honourable Mr. F. G. MACDIARMID,
Minister of Public Works.*

SIR,—I have the honour to submit the Ninth Annual Report of the Department of Game and Fisheries, which is for the fiscal year ending October 31st, 1915.

EXAMINATION OF INLAND WATERS.

Mr. J. B. Fielding's services were secured with a view to examining inland waters and to map out a scheme of fish propagation. He has gone into the matter thoroughly and the Department has gained much valuable information from his report. One of the most important steps taken in this direction was the construction of a hatchery at Normandale.

FISHERIES.

The Department of the Naval Service of the Federal Government, upon whom the administration of the laws and regulations are conferred, consulted with this Department with regard to amendments to the fishery regulations of the Province of Ontario, the result being the passing of new regulations, which, it is thought, will be a decided improvement upon those before existing. The wishes of this Department with regard to these new regulations were given every consideration by the officials at Ottawa, and the cordial manner in which their suggestions were received was much appreciated.

A change in the issuing of licenses for tug fishing in Lake Erie was inaugurated allowing tugs from any port on Lake Erie, in the Province of Ontario, to fish the entire lake under certain restrictions; formerly they were confined to a particular area, the result being that despite the most careful vigilance, violations would constantly take place. The gill net fishermen have expressed in no uncertain terms their gratification, and have promised that the conditions of their licenses will be faithfully observed, the sincerity of which the Department has every reason to believe.

The successful hatching of bass fry, and, for the first time this year, speckled trout fry, for restocking purposes, was most encouraging, and great praise is due to Mr. J. T. Edwards, Superintendent of the Mount Pleasant Hatchery, whose devotion and energy have made this a credit to the Province. The economy he has always practised, both in the construction and maintenance, has resulted in a minimum of expenditure.

Much to our surprise, the tourist traffic, instead of increasing, fell off to a considerable extent owing undoubtedly to the war. Many Americans were of the opinion that they would be required to obtain passports before entering Canada.

Mr. Henry Watson, who has for many years served the Department faithfully, was appointed a Warden, thereby extending his powers considerably and increasing his usefulness.

The overseers on the whole have performed their duties satisfactorily. Some of them, however, have enlisted, their duty to their Empire quite properly being their first consideration, their positions in the meantime being kept open for them.

The railway and navigation companies have rendered much assistance to the Department and their co-operation has made more effective enforcement of the Act.

GAME.

The amendments made to the Act at the last session of the Legislature have worked very well indeed, and the time has now arrived when further amendments should be made. Our inspectors, who travel about the Province a great deal, state that it seems almost the unanimous opinion of the trappers that they should be licensed, and I would respectfully suggest that provisions be made for doing so at the coming session of the Legislature, but in doing so I would suggest that at the present time farmers and farmers' sons be exempt when trapping upon their own lands.

I would also suggest (owing to the fact that beaver having increased to such an extent, in many cases causing serious damage to the private property and public highways) that provision be made for an open season for beaver and otter during the fall and winter of 1916-17, upon such terms and during such periods as may be prescribed by the Lieutenant-Governor-in-Council. If a small royalty on each beaver and otter skin taken was imposed, no doubt a very substantial addition would be made to the revenue of the Department, which would very materially help to provide more efficient enforcement of the Game and Fishery laws, more especially in the northern and north-western portions of the Province.

Reports concerning game in general continue favorable, but a Treaty between Great Britain and the United States for the better protection of both migratory game and non-game birds in the United States and Canada is now being considered. When completed no doubt some changes will have to be made in our laws in order to comply with the terms of the Treaty.

I must again tender my warmest thanks to the Superintendent of the Provincial Police, his Inspectors and Constables, who are always anxious and willing to assist the Department in enforcing the Game and Fishery Laws, especially in the northern portions of the Province, where officers of this Department are too few to patrol such a vast extent of territory.

I have the honour to be, Sir,

Your obedient servant,

A. SHERIFF,

Deputy Minister of Game and Fisheries.

TORONTO, March 29th, 1916.

A. SHERIFF, Esq.,

Deputy Minister of Game and Fisheries.

SIR,—I have the honour to submit my report for 1915, which I trust will meet with your approval.

It is satisfactory to know that nearly every species of game in the Province has been equal to past seasons, and particularly in some species, notably quail, the close seasons and a mild winter having had the desired effect of largely increasing the number of these grand useful little game birds.

Ruffed grouse, better known as partridge, are reported to have been numerous in many localities; in others the unusual wet nesting season was not so favorable to an increase, even though they had not the large destructive forest fires of other years to contend with.

Ducks and Other Waterfowl: The mild weather prevailing enabling the ducks to stay out in the open waters, the shooting has not been as satisfactory as other years.

Moose and Deer: The Government and your Department should be congratulated on the amount of large game still to be found in the northern woods of the Province. That they are not decreasing, I assure you is most gratifying to me. I was not over-sanguine twenty years ago that we would succeed in preserving and keeping up the supply of big game. When we take into consideration the very large increase in the number of big game hunters and increased destructive power of rifles, it is a wonder to me that my most sanguine anticipations have been more than realized. No doubt this is in a large measure due to reducing the number from two to one that each hunter could legally kill. This has had the good result of a far larger proportion of bucks being killed, the hunters wanting a large deer instead of two small ones, as in past years.

Fur-bearing animals are reported to be as numerous as usual. There should be a restricted open season for beaver to prevent the usual claims and complaints for flooding caused by these clever little engineers.

Fish: Your being conversant with all pertaining to the fisheries of the Province, it would be presumption for me to make extended reference thereto. But I consider it my duty to refer briefly to the new special fishing regulations for this Province. I cannot bring myself to approve of the abolition of the close seasons in the great lakes, which seem to me to ignore the laws of Nature.

The Department during the past year had the misfortune to lose by death one of its most efficient and faithful officers, the late special officer Daniel Blea, at South Bay. He was fearless and most effective in the discharge of his duties, in which he was frequently opposed by those who should have rendered him valuable assistance.

Your obedient servant,

E. TINSLEY.

A. SHERIFF, Esq.,

Deputy Minister of Game and Fisheries.

SIR,—I beg to submit my annual report for 1915.

I understand that the commercial fishermen have had an average year with the exception of Lake Erie, which I understand is below the average.

The tourists visiting Ontario during 1915 were less in number than in 1914, although the angling was never better, caused no doubt by the frequent re-stocking of our waters from the Brantford Hatchery.

I am glad to inform you that enforcing the angling fee on American tourists on the St. Lawrence is proving an unqualified success. I would recommend that the present non-resident angling fee be increased to \$3.00 and \$6.00; also a fee of \$1.00 be charged on resident anglers who fish in Ontario waters twenty miles from their homes.

Ducks are reported as being plentiful, but I would recommend that not more than 200 ducks should be killed from any one point or hide. This I think would prevent the sale of ducks. Small game of all kinds are reported plentiful.

I would recommend that on all foxes killed between November 1st and March 1st a royalty of fifty cents per skin be collected.

Let me again call your attention to the benefits arising from a trapper's and rod license on residents of Ontario.

Owing to the fact that ling and other coarse fish are increasing in the Kawartha Lakes, I would recommend granting hoop net licenses in those lakes for the purpose of removing those voracious kinds of fish. The opening of these inland lakes for hoop net fishing would give employment to a large number of men, and there is no doubt but that the lakes would be greatly benefited. The inhabitants of the adjacent cities and towns would be able to consume the fish caught, and it would thereby decrease the present cost of living.

Your obedient servant,

ALF. HUNTER,
Inspector.

THUNDER BAY AND RAINY RIVER.

Warden Donald McDonald, of Fort William: I have the honour to submit you my report on Thunder Bay and Rainy River Districts, for the year ending October 31st, 1915.

Commercial Fishing: With the exception of that portion of Lake Superior lying between the Kaministiquia River and the International Boundary at Pigeon Point, fishermen report that the fishing was better this season than it had been for several years, and especially the herring catch in Thunder Bay.

Inland lake fishing is reported to be about the same as last year, except Rainy Lake, where a number of the fishermen were using four-inch mesh gill nets for pickerel during the seasons for 1913 and 1914. During the season of 1915, this practice was stopped, and it is only reasonable to believe that there will prove to be a falling off in the catch of pickerel for the year, but which should be normal for the coming season.

This being international water, I would recommend that the two governments adjust the regulations in order to place fishermen on both sides on an equal basis.

Angling: Sportsmen report good catches, and especially on the famous Nipigon River. Men who are authorities on this subject claim it to be the best speckled trout stream in the world. Sportsmen commend the Department on the good work done during the season in the taking of suckers and pike out of said waters.

Fur-Bearing Animals: On account of lack of demand and low prices offered for furs since the war commenced, very little trapping has been done, consequently there is a great increase in all fur-bearing animals, especially beaver, which are becoming so numerous that they are causing considerable trouble, in many places flooding cultivated lands. I would recommend an open season.

Wolves, especially the species known as the brush wolf, are on the increase, and very destructive on young deer, as well as on small game. I would strongly recommend that the present bounty of \$15.00 on timber wolves be abolished, and instead a bounty be paid on all properly cured pelts of wolves as follows: Grown wolf, \$10.00; cub wolf, \$3.00. This on the surrender of the pelt to the Department.

Game: Moose and deer are plentiful. Caribou are on the decrease along the railway lines.

Ducks are scarce.

Partridge are on the decrease at an alarming rate. I would recommend a close season for at least three years, and for further protection, would recommend a general gun license, according to season. This would greatly assist the officers of the Department in the protection of game.

Violations: The area of Thunder Bay and Rainy River Districts are so great that I was unable to cover all the territory. I, however, visited the most important parts possible, and regret to report that I found the Game and Fishery Laws abused in many places. Personally I secured thirty convictions, seized three gasoline boats, one rowboat, eleven gill nets, one seine net and six hook lines of about 2,500 hooks. Of the eleven gill nets seized, nine were of illegal size mesh, and were destroyed.

Warden J. H. Willmott, Beaumaris: I beg to submit my annual report in respect to the game and fish in that portion of the Province under my charge.

The angling at the commencement of the season was not so good as usual owing to weather conditions, but improved as the season advanced, and towards the end was in every way equal to any previous year.

There is no doubt that netting is carried on in a small degree in many of our inland lakes, principally by settlers for their own use, and as nets are only liable to confiscation when in actual use or on evidence of illegal use, it is a difficult matter to apprehend the culprits. I would therefore recommend that anyone owning a net should be charged a nominal fee for the possession of such net; that they be allowed the privilege of netting herring during the month of November, and at the close of this month to leave the nets in charge of overseers until the commencement of the following November, and that anyone found in possession of nets in the intervening time should be held liable to prosecution. Many of our inland lakes teem with herring, which would be a great help to many poor settlers' families if they could be caught, but netting is the only means of procuring them.

Deer, I am glad to say, are reported as holding their own as regards number, in fact they are increasing in many sections where they had been killed off, and where the remaining few have not been molested and have had a chance to increase. Too much care cannot be exercised in the disposal of licenses. I have heard it reported that in some cases members of hunting clubs have had the disposal of licenses and have only sold to members of their own party who have been successful in procuring their deer, the unsuccessful ones getting off free.

Beaver have been the source of more trouble than anything else in the game or fur line. These animals have increased to such an extent that in many places

they have become a perfect nuisance. Many farmers have been unable to cut their beaver hay, which they relied on to a great extent to help out the feed for their stock, owing to the flooding of their meadows caused by beaver dams. We have dynamited a number of these, but in many cases they have been rebuilt in a few days.

Many shooting accidents have occurred during the past year owing to the carelessness of handling firearms, especially to boys. I would strongly recommend a general gun license, and this only to be issued to parties above a certain age. This I am convinced would be a preventative to many accidents, would do away with the illegal shooting by the foreign labouring element, and would also debar boys from shooting everything they came across with their "22" rifles, and would also materially help in the preservation of insectivorous bird life.

Warden William Burt, Simcoe:—

I have the honour to submit my report for the season of 1915.

Commercial Fish: The fishermen report that the gill net fishing has not been good. The seines have been successful. The carp ponds continue to be successful and carp are increasing in Long Point Bay; the price has been much higher than in most previous years. A general report of the commercial fish in my district indicates that the catch is not as good on the average as last year.

Speckled Trout: The catch of this species of fish has been greater than in former years, owing to the planting of fry supplied by the Department.

Brown Trout: The planting of this fish in the brooks in my district has been most successful. These fish appear to be fitted for the streams where the water becomes too warm for brook trout.

Bass: The fishing in Long Point Bay has been as good as in former years, and the fish have been much larger. The hatchery at Mount Pleasant continues to be an unqualified success, and the supply of fry was much greater than last year.

Quail and Ruffed Grouse: Quail are almost extinct. Ruffed grouse are much more plentiful than last year and show a very great increase over previous years.

Mongolian Pheasants: There are a few of these birds in Norfolk county, but the experiment is on such a small scale that no great results have been obtained. The birds seem to stand the winter well. They are very plentiful in the Niagara district.

Woodcock: The number of woodcock remains about the same as last year.

Wild Geese: Conditions regarding these birds are about the same as formerly reported. There are practically none in the district.

Wild Ducks: The Long Point district shows no sign of a decrease. Black ducks, mallard and pintail being quite numerous. The canvasback, redhead and blue bills appear in about the same numbers as in former years.

Black Squirrels: There is a large increase in the number of squirrels, particularly in Norfolk county and the other counties where they are being protected.

Fur-bearing Animals: Muskrats continue to increase. The trappers report good catches last spring. Mink seem to be showing some increase.

There have been a number of infringements of the game laws, but on the whole they have been fairly well observed. The Deputy Warders and Overseers have performed their duties well.

*Warden V. Chauvin, Windsor:—*I have the honour to submit my report for the season of 1915. I have visited all the fisheries in my district and the majority have reported good fishing.

The catch of whitefish and herring was very fair last fall, in view of the storms in the lakes.

All the whitefish and herring spawn that the Hatchery could handle was obtained, but I think there should be more hatcheries built, especially on Lake Erie.

The whitefish have started to show good this fall in Lake Erie and there are a few in the Detroit River and Lake St. Clair.

There has been a good catch of sturgeon, perch and white bass in Lake St. Clair and part of Lake Erie, but there should be a regulation in regard to the size of sturgeon, perch, white bass and blue pickerel. A great many of these fishes are taken too small for the market.

Black bass are reported plentiful around St. Clair Flats, Mitchell Bay and Pelee Island, and the anglers claim to be making good catches.

German carp are increasing all along different lakes and rivers.

Quail are reported by the farmers and sportsmen more plentiful than in years past.

Hungarian partridge which were distributed by the Department a couple of years ago are doing fine in the Counties of Essex and Kent. The farmers have seen a great many young birds every season. Other partridges are about the same, not increasing.

Woodcock were very plentiful early in the season, but very few of them were shot this fall.

English pheasants are reported doing well along Pelee marsh.

Snipe has only just started to make a show this fall.

Black and grey duck Mallard were plentiful early in the season and a lot of them bred in the marshes of Lake Erie, Detroit River and Lake St. Clair. All the species of ducks—canvasback, blue bill, red head—have not showed very much this fall, but they were plentiful in the end of 1914, especially in Lake St. Clair, Rondeau and Lake Erie.

Wild geese are about the same as other years.

Black and grey squirrels in Essex and Kent are scarce and there should be a close season in these two counties for these squirrels.

Muskrats are beginning to show up well in their building houses in the marshes. Last fall they were plentiful and the catch was very fair, but the season to catch rats should be February 15th to April 10th the same year.

All the overseers and Deputy Game Wardens in my district have performed their duties well and always readily assist me in enforcing the law.

Warden G. M. Parks, North Bay:—

I beg to submit my annual report for the year 1915.

I have travelled my district extensively during the past year, and am pleased to say that I find a general improvement in both game and fisheries, with the exception of partridge, which are very scarce. I would like to recommend a close season for 1916, the bad fires during the early part of the last two years having destroyed the eggs and young birds.

Wild ducks are reported plentiful throughout the district, and wild geese, though scarce in this locality, abound in the north. Snipe and plover are also plentiful.

Moose, many of which have already been brought in by the hunters, and deer, appear to be increasing. A number of caribou have been reported along the Trans-continental Railway.

Beaver are rapidly increasing. In many places they are causing damage to roads and private lands. Would recommend an open season in the near future, and that trappers be charged a license of at least one dollar for each skin taken. Would suggest that license be issued with shipping coupons attached. One of these could be attached to each skin when presented for shipment. Otter, though enjoying the same protection as beaver, have increased little, if any.

Mink and muskrat, and all other fur-bearing animals, show no signs of decrease. Owing to the low price of furs last season many trappers did not go out. Wolves appear to be increasing in number.

Regarding the fishing, I find a general improvement all over the district. Fishermen operating in the small inland lakes for home markets report good catches all through the season.

I would like to recommend a general gun license as a measure that would help to suppress illegal hunting, also a trapper's license for residents.

Warden J. T. Robinson, Sault Ste. Marie:—

I beg to submit my annual report for the year 1915.

Speckled trout are plentiful on the north shore of Lake Superior and the inland lakes and streams in that part of West Algoma up to Otter Head and Pigeon River. East of the Soo speckled trout are not so plentiful.

Rainbow trout will get a good chance to increase in St. Mary's Rapids as no fishing has been allowed in the Rapids since the war started. I think when the war is over these fish will be plentiful.

Bass of all kinds abound east of Sault Ste. Marie along the north shore of Lake Huron and in the inland lakes of that district. There are also some of these fish along the Algoma Central Railway, also on the north shore of Lake Superior, but not in such numbers as in the East.

Pickarel are increasing in Lake Superior and seem to be holding their own in Lake Huron.

Perch also are increasing in all the waters of this district. Pike are very plentiful in all the bays of Lake Superior and Lake Huron.

Sturgeon are comparatively scarce. There are a few to be found in Batchawana Bay, also some in Goulais Bay in Lake Superior, also Lake Huron and Georgian Bay. As these fish are becoming scarce I would recommend that there should be a close season put on them for three years.

Whitefish and lake trout are holding their own in Lake Superior. They are not so plentiful in Lake Huron and Georgian Bay.

Herring are plentiful in all the waters of Lake Superior and Lake Huron. There are no eels, catfish nor carp.

Reports from fishermen from all over my district would indicate a good season, although the weather was very stormy during most of the fishing season. I think when all the returns are in they will show a larger catch than in 1914.

Partridges are plentiful in this district, but plover, snipe and wild geese are scarce.

Wild ducks of all kinds are fairly plentiful.

Mink hold their own, while muskrats are plentiful.

Martin and fisher are scarce. These animals should be protected, as their fur is valuable.

Otter is very scarce in this district, but beaver are very plentiful and are doing a great deal of damage to timber and roads, also to farm property.

Moose are very plentiful in my district. Although there are quite a number taken each hunting season they are increasing each year.

Elk and caribou, there are none in this district south of the main line of the C. P. R.

Red deer are increasing in numbers each year.

Wolves are not as plentiful as they were in 1913 and 1914.

Owing to getting one of my eyes hurt in a trip I made through the Goulais Bay District I have not been able to cover as much of my district as I would like to have done, but I am satisfied that the law has been well observed. Considering the war and the hard times we have had there have been few violations.

The patrol boats in my district have given good service during the season in looking after the fisheries. The Overseers also have been very active in enforcing the law.

Warden C. N. Sterling, Kenora:—

I beg to submit my report for the year 1915 as follows:—

Commercial Fishing: Commercial fishing in the Lake of the Woods has been fully twenty per cent. better than that of last year. This is largely due to high water. Where pound net fishing has been carried on, the catch has been much larger than usual. On the inland lakes, where winter fishing takes place, operations were not carried on during the whole of the season, and consequently the catch was not up to the standard of previous years.

Black Bass: On Long Lake black bass fishing has been fully up to the standard of last year, and some good catches have been made in the Lake of the Woods in proximity to the outlet of this lake.

The fingerlings, which your Department sent up this year, were placed, with very little loss, in Fox Lake and in a few years should give very good results.

Moose and Caribou: In this district moose seem to be increasing in numbers and caribou appear to be going north into the District of Patricia.

Red Deer: Red deer are not quite as plentiful as last year, and unless something is done towards the extermination of the brush wolves I am afraid that they will continue to decrease.

These animals are getting very numerous. They have been known to come into the barnyards of the settlers and kill the fowl. This, I think, is due to the scarcity of rabbits, which was their principal food supply in previous years.

Beaver and Otter: Beaver are increasing very rapidly and are giving some trouble to the railways and settlers by flooding their lands.

Otter seems to be on a par with previous years; but it is hard to estimate whether they are increasing or not.

Mink and Muskrat: According to the best information which I can get, mink are increasing, and this is probably due to the fact that the price of this fur is low and the trappers are few.

Muskrat are fully as numerous as other years, and I have had much less trouble this year with the Indians, who had a habit of breaking open the houses.

Partridge: Partridge are almost a complete failure. This is largely due to the brush wolf and in a measure to the wet, backward spring. There is little doubt but the brush wolf is the main cause.

Ducks and Geese: Ducks and geese are not plentiful, but are about the same as last year.

Law Observance: With respect to the observance of the Game Laws, may say that with the assistance of the Overseers, Deputies, and the launch *Wenonah*, there has been a decided improvement.

I would, however, recommend that a gun license and also a trapper's license be issued by your Department, and that all parties who hunt or trap be required to take one out. In this way the officers of the law would be in a better position to keep check on offenders and evaders.

I have put in a good deal of time along the boundary line of Minnesota and the Province of Manitoba on account of the reports of poachers who were coming across. I was able to seize and destroy a number of nets, and on one occasion imposed a fine which had a good effect.

A. SHERIFF, Esq.,

Deputy Minister Game and Fisheries.

SIR,—I beg to submit annual report for the year 1915.

The licensed fishermen in this vicinity had a very poor year, their catch being smaller than ever before. The small amount of restocking that is carried on does not show any results whatever. It was expected that the new trunk sewer would improve things. It no doubt has stopped the pollution and purified the water, but the lake fishing does not get any better, neither has it improved the rod fishing any.

Illegal shipments, fish, game and furs, coming to and passing through Toronto by express, get less and less every year. The express companies willingly give every assistance possible to help stop the illegal traffic.

Returning hunters report the deer in most places as plentiful as ever, but all report the partridge as very scarce, in some parts practically extinct, and unless given two years of a close season right away it will require years of protection to bring them back.

The small mouth black bass hatchery at Mt. Pleasant had a very successful year and good results should soon be in evidence from the very large number of both fry and fingerling that have been planted in the bass waters of the Province.

Yours respectfully,

HENRY WATSON, *Warden.*

GAME AND FISHERIES OVERSEERS.

ADDINGTON COUNTY.

From Overseer W. J. Donaldson, of Donaldson, for Townships of Palmerston, Clarendon, Barrie, Miller, North Canonto and South Canonto.

Quite a number of tourists visited my district, who all report good angling.

Deer are, in my opinion, about holding their own, but wolves are making a great slaughter of them. Many carcasses of deer which had been destroyed by wolves have been found in marshes by parties cutting wild hay. The wolves also destroyed a number of sheep and calves.

Partridge are very scarce, which in my opinion is due to the cold wet spring destroying the broods.

Ducks are scarce, as there is very little feed for them in the waters of my district.

Fur-bearing animals of all kinds are scarce.

A great number of deer hunters visit this district and it is very difficult to watch them. I am of the opinion that many of them hunt without a license. I beg leave to submit that it would be easier enforcing the law if some one person in each district handled the licenses for that district so that the overseers could have access to the records. He would then know who had a license and who had not.

I am of the opinion that it would improve matters if each man carrying a rifle during the hunting season wore a badge on the lapel of his coat or some other conspicuous place. This badge might constitute a license. I am of the opinion that something of this kind should be done to put a stop to illegal hunting.

From Overseer John E. Irish, of Vennachar, for the Townships of Anglesea, Effingham, Ashley, Denbigh and Abinger.

Deer are quite plentiful, also partridge and ducks.

Wolves also are numerous and have destroyed several sheep.

Otter are becoming more plentiful, and if they have protection for a short time they will be quite numerous.

From Overseer H. R. Purcell, of Colebrook, for Townships of Camden and Sheffield.

Fishing was good this summer.

Deer are fairly plentiful.

The catch of muskrats last spring was good, but few mink were caught.

Ducks were plentiful this fall.

I would recommend a close season for partridge for three years, and that any party carrying a gun off his own land should pay one dollar. All trappers should pay a small license fee.

From Overseer William Young, of Cloyne, for Townships of Kaladar and Barrie.

The fishing was good in all the lakes in my territory this season, especially in the lakes that have been stocked with bass. There were very few non-resident tourists, but many resident tourists, and all report good catches of bass and grey trout. Pike in Long Lake are becoming numerous.

Deer are as plentiful as last season.

Partridge are rarely seen.

Muskrats and mink are scarce.

Beaver becoming plentiful; one can see quite a lot of fresh work on some little lakes.

I would recommend that open season for partridge be from Nov. 1st to 15th, and for deer from Nov. 15th to 30th, for as a rule the weather from Nov. 1st to 15th is rather warm to save venison, and furthermore, there are quite a lot of deer wounded and get away and die, whereas if the season was changed there is generally snow about the 15th Nov., and any wounded deer could be tracked and found.

Wolves are plentiful in the northern part of my territory.

ALGOMA DISTRICT.

From Overseer J. R. Bradbury, of Blind River, for the District of Algoma.

There was considerable falling off in the pickerel catch, especially in connection with winter fishing. In fact, the winter catch was almost nil in the eastern part of this district except in the small inland lakes for which some small licenses were granted for gill nets. In these some fine pickerel were caught and the privilege was a source of profit and assistance to the settlers. The catch of whitefish was fair though perhaps not quite up to the average, still, as these fish are much in demand, especially the Jumbo size, four to five pounds and upwards, for the New York market shipped in the round, they bring fancy prices. The trout catch was normal near here, but extra good, I understand, in the deep water fished with tugs.

Very few pike are caught in the channel waters. The smaller fish, perch and herrings, do not show much change from 1914 and very little attention is given to catching them.

The catch of mullets has dropped off forty per cent.

The American fish buyers speak very highly of the class of fish shipped from this district and the fine condition in which they reach the markets of New York, Chicago and Detroit.

Bass seem quite numerous though there has been very little angling, and there has been practically no interest shown by the very limited number of tourists.

Red deer appear to be plentiful in some localities, but the wolves are becoming so numerous and bold that they are in a fair way to exterminate the deer in this district and are slaughtering them so fast that the deer must either migrate to some other part or become exterminated by the wolves. I very strongly recommend that the bounty on wolves be increased to \$20 to further encourage their destruction.

Moose are numerous in the far-back townships and some splendid specimens are seen from time to time. The fact that such large animals are very difficult to bring out of the woods hinders many hunters from shooting them.

Mink and muskrats appear scarce and not much attention has been given to trapping on account of the low prices for furs.

Partridge are very scarce as a general thing though some small bags are secured in some localities. I have travelled for several days in likely places and have not seen a bird all day. The wet season and the unusual number of owls have had something to do with killing off the young birds.

I wish to urge on the Department the advisability of changing the hunting season for deer and moose to read November 10th to November 30th, particularly on account of the fact that a large percentage of the meat killed during the

first ten days—November 1st to 10th—becomes spoiled because of the mild weather, the season having changed very much during the last few years.

From Overseer Herbert Edwards, of Nairn Centre, for the Townships of Merritt, Nairn, Lorne, Baldwin, Foster and Goshen.

Black bass and pickerel are plentiful in the lakes around here.

Last hunting season there were lots of deer, 136 being shipped out of here, and there seems to be lots of them this season.

I think the hunting season for deer should be put 15 days later, as it was warm weather last year, and it is warm again this year: under such conditions I am afraid meat will not keep.

There are a few moose but not very many.

Partridge are very scarce.

Muskrats and mink are plentiful.

Beaver are very numerous, and are increasing very fast: most of the creek-around are dammed up by them.

From Overseer Charles Fitzsimon, of Sault Ste. Marie, for the Province of Ontario.

Moose: From all accounts, moose are fairly plentiful. Quite a number have been seen this summer north of the Montreal River, where they have been very scarce in previous years. Further north, in the region between the Canadian Northern and National Transcontinental Railways, moose are to be found in considerable numbers. South of Espanola, on the Algoma Eastern Railway, there are very good moose hunting grounds. Taking a radius of say fifty miles from the Soo, while there are moose enough to furnish sport for all who care to go after them, conditions last year, where there were two cows to every bull—often—and very young bulls, there will be fewer heads this season than last.

Caribou: Very few caribou. A few used to be found in the Bruce country south of Michipicoten Mission, but the Indians have probably cleaned them out. Some small bands cross the Algoma Central Railway between Franz and Oba during the early winter, but caribou are not in numbers sufficient to provide material for a hunt. North of Hearst they may be hunted with good chances of success.

Red deer: Fairly plentiful. Are finding their way further north. Quite numerous in the near vicinity of the Soo.

Bear: Have been numerous.

Ruffed Grouse: Cold and wet season generally accounts for small broods and few birds this fall. Birds were fairly plentiful last season, but very scarce and very wild this season; mostly old birds.

Spruce Partridge: Very few. *This species seems to be fast disappearing.

Duck: Some fair bags have been made in the Echo Bay waters this fall. There are no large flights; a few scattered flocks drifting in to these waters to rest and feed, on their long southern flight. The deep channels and bays of the Grand Manitoulin Channel offer fine feeding and resting grounds for wild ducks, and much larger flights and better opportunities for sport are to be found there.

Some wild rice was planted in one of the larger lakes north of the Soo last summer, but I have not as yet a report on the success of the experiment.

Hare: Quite plentiful. Very numerous around Franz and Oba.

Beaver: Increasing very rapidly. Few creeks in this North Country that do not contain their workings. Heavy continuous rains during the last two months have caused several heavy floods here, which have destroyed railway embankments and bridges, road bridges, washed out culverts, dams and river improvements, and caused thousands of dollars of expense. So much brush has been noted in the flood debris that there is little doubt the beaver contributed greatly to the cause, innumerable beaver dams holding back large areas of water, and failing, the great volume of water carried everything before it. It would seem that some regulation providing for the judicious taking of some beaver, should now be considered.

Marten, Fisher, Mink: Few. My opinion is these animals should be given at least a couple of years' protection.

Otter: Few. Are not increasing even under protection. It is to be admitted that otter are being killed illegally, and the pelts disposed of "under our noses," with small chances of discovery.

Speckled Trout: Owing to very indifferent weather, intermittent heavy rains and high water throughout the season, this fine game has not given the sport afforded in former years. Some fair catches have been made in some of the inland lakes and streams, but generally the angler met with disappointment. Weather conditions, however, are not the only causes for his lack of sport. That a number of the lakes and streams in the vicinity of the Soo have become seriously depleted, is very apparent to the observing fishermen, whose catches have been shrinking rapidly of late years.

Black Bass: There are but a few lakes in this vicinity which contain bass. Some fine fish have been taken in the lakes adjacent to the Canadian Pacific Railway Soo Line, some few miles east of the Soo. The lakes and channels in the vicinity of Little Current are maintaining their good reputation as splendid bass fishing grounds.

A number of lakes north of the Soo could be planted with black bass with surety of success.

Lake Trout: The greater number of the inland lakes in this district contain this splendid fish in great number and size. I have seen gray trout taken out of Trout Lake, Mile 57, Algoma Central Railway, of over a yard in length, and weighing some twenty-eight pounds dressed. These fish do not take the hook readily. They come out of deep water onto the shoals, sometimes as early as September, for the purpose of spawning, when they are easily taken by shooting, spearing, gaffing or netting, all of which means are of course illegal. The law as I interpret it, gives this species protection under the name of "Salmon-Trout" during the entire month of November, which period, much too short in the case of Lake Superior and Lake Huron fisheries to make certain that the processes of reproduction are safely cared for, is, in the case of the smaller inland lakes, about two months too late for any protection of this nature. A close season similar to the speckled trout is a necessity for the gray or lake trout in the inland lakes: and the Great Lakes gray trout should have protection from September 15th to November 30th, at least, in my humble opinion, if this fine but fast decreasing food fish is to have at the least a fighting chance for existence.

Several cases have been reported of netting in inland lakes. These have been investigated and a seizure of nets made.

Commercial Fishing: By all accounts this past season generally has been more successful than for several years, in whitefish especially. Lifts fell away during

the summer, but ran heavy towards close of season. Trout is not holding its own. Comparison of the catch per annum of lake trout is eloquent evidence that attention must be given the conservation of this species. The present inadequate close season, its frequent shortening by special legislation, the throwing open at times of propagating grounds specially reserved and heavy over-fishing are the causes of the decline of this delicious food fish.

Illegal fishing has been reported in the Lake Superior waters in proximity to the Soo and in the channels and smaller lakes east of this point. American poachers have for years exploited these waters. A fast gasoline cruiser, capable of standing a bit of rough sea, with a live man in charge, is an absolute necessity for the purpose of properly patrolling these waters.

Coarse Fish: Suckers are multiplying with rapidity and infesting the spawning grounds in Lake Superior, doing incalculable harm to the fisheries. A market for all such coarse fish is open in the larger cities of the Eastern States.

Rainbow Trout: Some splendid specimens of this wonderful game fish have been taken in the Ste. Marie Rapids at the Soo, this season. So far as I know the record rainbow taken with fly this season was a beautiful specimen, weighing 12 lbs. 14 oz. Mr. T. B. Harris, an officer of the Department and a keen angler, was the successful fisherman. Mr. Harry Knapp, son of Mr. Con Knapp, of the Algoma Hotel, Sault Ste. Marie, Ont., landed a rainbow weighing 12 lbs. 6 oz. Many rainbow have been taken running from 9 lbs. up. This species is finding its way up the east shore of Lake Superior and will doubtless within a few years be found in the rapid waters of the various streams flowing into the big lake. Recommendations have been made from time to time to have this most acceptable addition to our game fishes protected by law. Especially is this now required, when the rainbow trout is to be found on the commercial fishing grounds of Lake Superior. As the law stands, a close season from September 30th to June 30th should amply protect the rainbow, which is, by the way, not native to Ontario waters but which was introduced to Ste. Marie Rapids by Superintendent Harry Marks of the Michigan State Fish Hatchery, some fifteen years ago, and which has thriven and increased beyond all expectations. This species spawns in the spring.

Wolves: Still in such numbers as to destroy far more deer than the hunters kill in the season. The present bounty is so small and so much time is lost in securing it, that there is no inducement for hunters to go after wolves.

Observance of Law: During the summer a party of Finns located in the vicinity of Trout Lake, living on the game and stealing from caches and warehouses of a lumber company. Made several trips to the locality, and located camp which had recently been hurriedly vacated by the Finns. Party broke up and scattered. In the search for this camp, found beaver pelt, nets, night lines and some venison in a jobber's camp. Later located owner in the Soo, who is to appear to answer charges this month.

With the fast increasing population caused by the opening up of this new country north of the Soo, the necessity arises for more assistance in enforcing the Game and Fishery Laws. The district is of such great dimensions and the means of patrolling it so meagre, while the opportunities of the illegal hunter and trapper are so numerous, that to cover the territory at all, more men and men better fitted for the work are required.

ALGOMA DISTRICT.

From Overseer P. W. Kent, of Kentvale, for the whole of St. Joseph's Island.

Trout in this district are about the same as last season, but lake fishing with net has been a little better. Bass are very scarce. A few more tourists than usual came back this season.

Game of small sorts such as rabbits, partridge, etc., are scarce. Owing to a disease which took rabbits during the winter they were found dead everywhere, and the season being wet the partridge eggs did not hatch properly.

Beaver are doing damage everywhere, there being so many of them they now are to be found on nearly every little stream on the island.

Bears remain about the same, also muskrats, mink and weasels.

A few lynx and fisher have been seen. Foxes are very plentiful.

Deer and moose are plentiful but we would be better without an extended season this year.

From Overseer James Shappee, of Sault Ste. Marie, for the electoral District of Sault Ste. Marie.

The fishermen did fairly well and I have heard no complaints from them though a number lost their nets during the month of November.

The rabbits were plentiful, as also were wild ducks, especially on the north shore of Lake Superior.

Partridge were also plentiful on the same shore, but were very scarce on St. Joes Island.

Deer were fairly thick, but there were not so many as last year, the wolves seemingly have killed a number of them. I saw five carcasses in a bunch partly eaten by wolves. I would recommend the bounty on wolves be raised to \$25 as they are certainly destructive animals on deer. The trappers do not bother much with them now, but if the bounty were raised they would trap more of them.

Moose are fairly thick. In regard to moose I would recommend that cows be killed same as bulls as at present all the bulls are getting killed off and in a few years moose will be very scarce. I personally saw this spring nine cows in a bunch and no bull.

Speckled trout were quite plentiful and a number of tourists who were up the lake got good catches.

BRANT COUNTY.

From Overseer W. W. Jackson, of St. George, for South Dumfries, lying south of the Grand River.

Game of all kinds such as squirrels (black and grey) and partridge and cotton-tail rabbits show a large increase over other years. I do not remember ever seeing so many black and grey squirrels.

I would like to see a license put on all guns and a limit on squirrels, and also a trapper's license.

From Overseer Henry Johnson, of Brantford, for that part of Grand River lying between the southerly boundary of Town of Galt and the boundary line between Tuscarora and Onondaga Townships in County Brant and the Townships of Seneca and Oneida in Haldimand County.

Owing to continued wet weather throughout the early part of the summer, angling has not been very good, but during the month of October fishing has been fairly good.

Sturgeon are on the increase in the Grand River.

Black and grey squirrels are on the increase.

Rabbits are about the same.

Duck and woodcock are about the same as last year.

Muskrats, no doubt owing to the low price of furs, are increasing rapidly. Mink are about the same as in my last report.

Coons are on the increase. I would like to call your attention to the fact that a considerable amount of coons are being destroyed during the summer when these furs are of no value and would recommend a close season for them.

I would recommend both a gun license and a trapping license.

From Overseer Jacob F. Kern, of Burford, for the Townships of Burford, Oakland and Brantford, west of Grand River, but exclusive of said river.

The fishing for the year has been very light. I have never seen so few people enjoying the sport.

Game seems plentiful, this may be especially noted in black squirrel.

Partridge are also increasing in number, and as for rabbits they are becoming a scourge.

BRUCE COUNTY.

From Overseer D. Kehoe, of Millarton, for the portion of County Bruce lying south of Indian Reserve and Township of Amabel.

The fishermen had a fair catch this year.

Game is very scarce in my division.

From Overseer R. J. Stead, of Wiarton, for Georgian Bay, east and south of Tobermory Harbour, but exclusive of the said harbour, and extending south to the town.

Deer are quite scarce still in this county. Although they have been protected for some years I think they should be protected for three years more as one year hunting would clear them all out.

Trout and whitefish have been more plentiful than last year. They arrived on the spawning beds about ten days earlier than last year. The reason was that the water of Georgian Bay was colder earlier than in 1914.

Partridge are not very plentiful. They have decreased since last year.

Hares are less plentiful having been attacked by some disease and are found lying dead in the bush.

Cotton-tail rabbits are very scarce and seldom seen.

Black bass are about the same as usual, and it is only a good fisherman that can get more than the law allows.

Pickrel are becoming a scarce fish in these waters.

Black squirrels are becoming more plentiful, but are scarce yet.

From Overseer John Trelford, of Southampton, for that portion of the County of Bruce fronting on Lake Huron, and lying between the Town of Southampton and Tobermory Harbour, both inclusive.

The fishing was very good up till September 15th, but from then on it has been very light up till the 1st of November.

In regard to the angling fishing it has not been quite as good as other years. As far as the game is concerned the rabbits seem to be plentiful this year, also ducks, but partridge are rather scarce.

The fur-bearing animals in the district are very good, that is mink, muskrat and skunks. An odd fox is caught occasionally, although they are not plentiful. There are very few black squirrels, but the red are plentiful.

From Overseer J. M. White, of Walkerton, for the Townships of Brant and Greenock.

The Saugeen River which runs through the Township of Brant for a distance of about 15 miles was stocked with black bass two years ago and this fish appears to be doing well. There is also brook trout and rainbow trout in this river. There are also many small lakes in which there is trout and black bass, besides many small spring creeks that have brook trout in them.

Wood hare or cotton-tail rabbits are very plentiful and appear to be increasing very fast.

Partridge are more plentiful than they were three or four years ago.

There are some small black ducks on the river but not plentiful and a few snipe and plover.

Mink and muskrat are plentiful, while otter and marten are holding their own.

CARLETON COUNTY.

From Overseer W. J. Findley, of Richmond, for the Township of Goulburn, westerly part of Nepean Township, and that part of the Township of Marlborough adjacent to the Township of Goulburn.

There was good fishing this year. Pike and pickerel and a big run of red-fin suckers in the spring.

Partridges were plentiful but there were not many ducks.

We have a good many deer in this locality and they seem to be increasing owing to the game law being observed.

From Overseer A. Greene of Kinburn, for the Townships of Huntley and Fitzroy.

Fishing has been very good, all kinds of coarse fish being plentiful.

Deer seem to be numerous and many hunters are taking out licenses.

Ducks are scarce, but partridge are plentiful.

From Overseer E. T. Loveday, of Ottawa, for the Townships of Nepean, Gloucester, North Gower and Osgoode.

Owing to scarcity of work last winter a number of poor men took out dip net licenses to fish in Dow's Lake and the Rideau River, the \$1.00 fees being paid by "Good Samaritans." By means of these nets tons of suckers and other coarse fish were taken from the above mentioned waters, which, I believe, will do good.

Muskrats were and are very plentiful. Last spring quite a number were trapped within the City limits.

Reports state that partridge are scarce, while deer are plentiful everywhere. Ducks about as usual.

Bass fishing was very good at times, although the fish ran slightly less in weight. The best I got was one measuring 18½ inches and weighing 4½ lbs.

Pickereel dore were fairly numerous, but maskinonge scarce. Lots of sturgeon.

From Overseer William Major, of Woodlawn, for the Townships of March and Torbolton.

Fishing was very poor this season. Bass and pickereel were scarce, though pike and bullheads were plentiful.

Ducks came in large numbers but geese and partridge were scarce.

Deer are few around here.

Beaver are still on the creek.

Muskrats are not as plentiful as usual and other fur-bearing animals are also scarce.

DUFFERIN COUNTY.

From Overseer George Moffatt, of Glencross, for the Townships of Mulmur, Mono and East Garafraxa.

Muskrat are not as plentiful as last year, but fox and mink are just about the same as in former years.

Black and red squirrels are quite plentiful again.

Trout were more plentiful than last year, the streams being higher on account of so much rain.

From Overseer John Small, of Grand Valley, for the Townships of Melancthon, Amaranth and East Luther.

Deer are getting more plentiful on account of close season in Dufferin County.

Ducks are very plentiful this season.

Foxes and rabbits are increasing.

Mink are scarce, but muskrats are plentiful.

Fishing was not so good as last season.

DUNDAS COUNTY.

From Overseer N. W. Davy, of Morrisburg, for the County of Dundas.

Game as known in this county is chiefly restricted to partridge, hare and ducks.

Partridge have this year been possibly a little more plentiful than usual.

Hare are quite numerous and not much hunted in most sections.

Ducks, during the usual hunting season, are not much inclined to stop here, i.e. the better class of ducks—redheads, bluebills, canvas backs, etc. During the winter months this section together with the rapids section of the St. Lawrence affords feeding ground for whistlers and merganzers.

In the spring before the lakes open large numbers of bluebills, etc., use this section for feeding grounds.

Black ducks during the past few seasons have in increasing numbers been nesting in this section and with careful watching this should become a good hatching ground. They leave too early in the fall to provide sport for the huntsman.

A few pheasants have been seen and these have come from New York State where eggs have been given to the farmers who have had them hatched and then liberated the birds. My opinion is that throughout this district a close season for five or ten years should be enforced thus giving these magnificent game birds a chance to propagate.

Regarding the fishing pickerel have been more numerous the past season than for several years while bass have been a good average for here.

If greater co-operation can be secured in protecting the bass in their spawning grounds on the opposite side of the river we should, in a few years, have far better bass fishing than has existed.

Other kinds of fish have been about as usual as mentioned last year. Eels and suckers work havoc with the game fish spawn in the creeks during the spring months. The dog fish has made its entrance to these waters though as yet in small numbers and it is to be hoped will not become plentiful.

Most of the commoner fish exist to some extent in the waters of the St. Lawrence in these parts.

DURHAM COUNTY.

From Overseer Robert Elliott, of Port Hope, for the Townships of Hope and Cavan.

The catch of whitefish was greatly in excess of last season. They are increasing every year. Salmon trout were about the same as last year.

Angling in the harbour has not been as good as last year owing to so much dredging and blasting, perch, eel, bullheads, carp and suckers being the fish mostly caught.

In regard to brook trout I would recommend the close season from September 1st as the female trout begin to ascend the streams to spawn and are easy to catch. There are a great number caught between the first and fifteenth of September.

I would also recommend that Sunday fishing for brook trout be prohibited as a number use automobiles to go Sunday fishing. I regret this very much as the creeks will soon be void of trout if it is allowed to continue.

Partridge, black squirrel, wood hare and cotton tail rabbits are quite numerous.

Ducks are not very plentiful.

Muskrat are very plentiful, but mink are scarce.

Weasel and skunk are quite plentiful.

I would recommend a gun license, say one dollar, as there are so many boys running about with guns shooting everything in sight, overseers could then protect the game much better.

From Overseer S. G. Pickell, of Bowmanville, for County of Durham.

Ducks are as plentiful as last year.

Hares and partridges, despite the wet season, are increasing. The small fur-bearing animals are holding their own.

Fishing I find is about the same as former years.

From Overseer C. Twamley, of Cavan, for Townships of Cavan and Manvers.

Black bass were more numerous than ever when they came up to spawn.

Speckled trout also were plentiful.

The partridge and black ducks were very numerous.

Mink are scarce but muskrats are plentiful.

Black squirrels are very scarce.

Hares are often seen.

From Overseer John Watson, of Caesarea, for the Townships of Cartwright and Manvers, the waters of Lake Scugog, fronting on said Townships and the waters tributary to said lake.

Mink are very scarce and I think the open season for them should be from the first of November to the first of January.

Muskrats are plentiful but I would say that the open season for these should be from the first of March to the first of May.

The white rabbits and the cotton tail rabbits have died out owing to some disease that has attacked them during the past two or three years.

Partridge are not so plentiful as the wet season destroyed the young birds to some extent.

Ducks are numerous but I would say that the shooting season should not open before the 15th of September.

ELGIN COUNTY.

From Overseer Kenneth McClellan, of Aylmer, for Townships of Yarmouth, Malahide and Bayham.

The herring fishing in the fall of 1915 was almost a total failure the smallest catch in a number of years.

The spring run of 1915 was very good especially at the west end of the lake.

The catch of blues has been very good but the prices for that class of fish has been low.

I think the catch of whitefish has been below the average.

The pound net fishing has been lighter than last year up to the 1st of October, but since that time the catch of blues has been very heavy.

I think the new regulations are working out well under the supervision of Captain Corson in command of the Ontario patrol cruiser LaSalle.

The game in this section consists of black and grey squirrel. They are more plentiful this year than usual.

Partridge are quite plentiful this season.

ESSEX COUNTY.

From Overseer Chas. L. Coullis, of Leamington, for the Townships of Malden, North and South Colchester, North and South Gosfield and Mersea.

Ducks are generally decreasing, the marsh varieties (grays and black mallards) are limited to small numbers. Seal are very scarce and wood ducks nearly extinct. Open water ducks such as bluebills, redheads, ruddies, golden eyes and butter ball are very scarce also.

English pheasants are fairly plentiful.

Hungarian partridge have done well and are meeting with favor as a substitute for quail.

Woodcock are nearly extinct.

Black squirrels are very scarce existing only in some localities.

Muskrats are not increasing, the long open season is much against them.

Rabbits (cotton tails) are plentiful.

The catch of commercial fish has been very light up to this time, October 31st.

From Overseer A. Drouillard, of Tecumseh, for the County of Essex.

Spring fishing was good especially in Lake St. Clair, the catch of rough fish being exceptionally good, but the amount caught this fall has been insignificant, in fact practically no whitefish has been caught at all in Lake St. Clair as compared with former seasons.

The ducks have not been numerous this year.
Muskrats about the same as other years.

From Overseer H. A. Henderson, of Pelee Island, for Pelee Island and the other islands in Lake Erie.

Commercial fishing in this district has not been as good as in former years, although I think the white fish are on the increase. Angling also was very poor.

There is no game here except wild geese and they were very plentiful in the fall and spring.

From Overseer Remi Laframboise, of Loiselleville, for Detroit River, fronting Townships of Sandwich, West Anderdon and Malden, and also Canadian islands in said river.

The fishermen report that the fishing season has been quite satisfactory as a whole although there have been very few white fish caught in the Detroit River this present fall to date.

The carp fishing has been very good and the price higher than in previous years.

Bass, pickerel and perch are about holding their own.

Quails are very plentiful.

Black and gray squirrels are very scarce.

Black and grey mallard ducks were plentiful early in September.

Canvas back, blue bills, red heads, were not as numerous last spring as they have been in the last few years.

Muskrat and rabbits seem to be quite numerous.

FRONTENAC COUNTY.

From Overseer Melzar Avery, of Sharbot Lake, for Township of Oso.

The fishing in Crow Lake, Egel Lake, St. Georges' Lake and Sharbot Lake has been very good this season.

Partridge, ducks and deer are very plentiful and should afford good sport for the hunters.

From Overseer George Barr, of Harrowsmith, for Township of Portland.

Angling in Fourteen Island, Rock Silver, Long, Mud and Desert Lakes was excellent this year.

First and Second Depeau Lake should be stocked with pickerel.

Napanee Lake being over-stocked with catfish and there being no game fish I would recommend one set of hoop nets being allowed.

Trapping was poor last season, due, I think, to weather conditions and to the long season allowed for trapping. This could be remedied by shortening the trapping season, and charging a small license fee.

Game of all kinds is increasing.

From Overseer Matthew Cox, of Howe Island, for the waters of St. Lawrence River around Howe Island.

The anglers report fishing has been very good this season.

Ducks were plentiful also.

From Overseer Henry Drew, of Long Lake, for Townships of Olden and Kennebec.

Fishing in my district has improved greatly.

Partridge are very plentiful.

Deer are more plentiful around than they have been in years.

Mink and fur-bearing animals are very scarce.

Deer seem to be scarce. I would strongly recommend that hunting with dogs be stopped at least for a time, as it is very evident that the dogs are driving the deer out of that part of the country.

From Overseer George Gates, of Kingston, for the Rideau waters between Kingston Mills and Brewer's Mills.

This has been a very good year for fishing, game fish being very plentiful.

Ducks are very scarce, very few being seen on account, I think, of the very mild weather.

I have seen quite a number of black squirrels on my travels, but have not seen many partridge in this district.

From Overseer Henry Holliday, of Wolfe Island, for the Township of Wolfe Island and for the Islands of Simcoe, Garden and Horseshoe.

The fishing in my district has been good with the exception of bass in the first part of the season, but later all fishing was good, maskinonge being very plentiful, and the anglers had a good season.

The hoop net fishermen report not as good a season as in 1914. They think the reason is on account of the water being so low.

The gill net fishermen report the salmon and whitefish to have been as good as in former years.

Wild ducks were not very plentiful until the 20th of October, and since then there have been great quantities.

The muskrats are becoming very scarce. I would recommend that the season should not open until March 15th. There would then be no breaking of houses or runways.

From Overseer J. A. Kennedy, of Tichborne, for Eagle Lake, in the Townships of Hinchinbrooke and Bedford.

The Americans who visited the waters of this district this year report fish plentiful, in fact they could catch their number in a few hours.

I think the opening of Bobs Lake to hoop net fishing will remove many coarse fish which are numerous in these waters, particularly ling, a fish very destructive to other kinds.

Partridge and ducks are very plentiful this fall.

Muskrats are very thick in Bobs Lake, but mink are scarce.

Foxes and skunks are plentiful.

From Overseer B. A. Lake, of Inverary, for the Township of Storrington, including Rideau Waters from Brewer's Mills to south limit of the Township.

Bass fishing has been good this year but few salmon have been caught.

Ducks are very scarce this fall.

Black squirrels are plentiful.

Partridge are very numerous.

From Overseer Thos. Marsh, of Collins Bay.

Bass are very scarce in this Bay but pike seem to be quite plentiful this fall as well as perch and other small fish.

Ducks were very numerous this spring, more so than now.

Partridge are reported to be scarce in this locality.

Black squirrels are very plentiful, more so than grey squirrels.

Cotton tail rabbits are very plentiful and becoming a nuisance, especially to the gardens, etc.

Muskrats are still plentiful, but skunk seems to be decreasing.

From Overseer Wm. Truelove, of Fermoy, for the Township of Bedford.

Red deer seem about as usual.

Partridge are quite plentiful.

Ducks are scarce.

Black squirrels are getting very numerous, the farmers grumbling about their taking corn out of their corn cribs.

Muskrats are quite plentiful.

Mink are rather scarce.

Foxes seem plentiful and are still killing hundreds of turkeys in this section.

We have no beaver nor otter in this section.

Bass fishing was not very good in Wolf Lake this summer, but good in most other lakes.

I planted some fifty salmon trout, parent fish, taken from Garter Lake in Wolf Lake last March, which was much approved of by the residents and tourists that own cottages on the Lake.

Herring fishing last fall was extra good in all the lakes where they were fished for, especially Devil Lake where I saw some extra large catches, one fish being of a good size.

I only saw two salmon trout caught, though some think that a lot of trout are caught while herring fishing, they are mistaken especially as to Devil Lake.

The hoop net fishermen in Bobs Lake are getting more ling than all other kinds put together. I believe the hoop nets will help that lake.

From Overseer C. W. Dine, of Kingston, for City of Kingston and waters fronting the City of Kingston.

There has been poorer fishing this year than last on the bass grounds in this district on account of low water no doubt on the shoals. The whitefish and salmon trout have been very plentiful.

Ducks don't seem to be very plentiful this fall.

Deer don't seem to be quite so plentiful as last year.

From Overseer F. L. Wormworth, of Arden, for the Townships of Kennebec and Barrie.

The deer hunting during the fall of 1914 was the best in a great many years. I sold about ninety licenses, the most of the hunters getting their number.

There were a few bears caught in this district also a few wolves.

Ducks are quite scarce.

Partridge are on the increase.

Muskrats and mink are quite plentiful.

Fishing was very good but tourists were not so numerous as last year.

GRENVILLE COUNTY.

From Overseer J. H. Boyd, of Merrickville, for Rideau River and tributaries.
Deer have greatly increased in number.

Muskrats are also numerous in this vicinity, but I think it would be advisable to prohibit fall and winter trapping.

The ducks seem to be decreasing this season in this division.

Partridge seem to be quite plentiful. The hunters in my district think it would be advisable to have the partridge open season start the same day as the deer season opens. Some hunters have found deer strung up to trees just before November 1st. They are quite convinced that it was the work of partridge hunters.

From Overseer James A. Fraser, of Prescott, for St. Lawrence River, from the head of Cardinal Rapids west to Union Park.

During the past year in my district not many fish were caught. The majority of boats were always fishing for what we call Channel Perch which were fairly plentiful. Bass being very very scarce. A few pike, pickerel, and an occasional maskinonge were caught and I would strongly advise that some bass fry be put in this part of the St. Lawrence.

Partridge are fairly plentiful, ducks also, but very wild.

After the close season ducks get more plentiful and very tame during the winter. This is accounted for by no shooting to scare them.

GREY COUNTY.

From Overseer James Gillespie, of Berkeley, for Electoral District of Centre Grey and for Township of Glenelg in South Grey.

In this territory there are a great number of inland lakes and streams which contain speckled trout and I am giving particular attention to them so as to prevent, as far as possible, the illegal taking of these fish.

I keep the regulations posted up around the lakes and along the streams, and in other places where the public can see them.

In April last I assisted Mr. H. Watson in deposit several thousand speckled trout fry in Ewart's Lake which connects with Bell's and several others in the Townships of Holland and Glenelg. In August last I also assisted him in depositing several thousand speckled trout fingerlings in the same place.

I am of opinion that far more success will be obtained in stocking those lakes by putting in fingerlings, as I have been watching for results and believe that the chub and sunfish destroy many of the fry while the fingerlings seem to be better able to take care of themselves.

The usual number of campers were around those lakes during the summer but anglers were not very successful, their catches in most cases were small. I believe we have about stopped the netting in those lakes.

Herring is believed to be plentiful in those lakes as hundreds were caught each season years ago with nets. No one has been known to get any with hook and line.

Partridge are about as plentiful as last season, while ducks are scarce.

Beaver seem to have left some of their old haunts and are not as plentiful as a few years ago.

Hares are plentiful, and I am still of the opinion that much damage is done by dogs hunting them in the spring months.

I am of the opinion that it would be a step in the right direction if a small fee was charged for carrying a gun. I find many people in favor of it.

From Overseer James Myers, of Holstein, for the Townships of Proton, Egremont and Normanby, County Grey, and Townships of Minto, Arthur and West Luther, County of Wellington.

The chief fish in my district are speckled trout and black bass. The trout catches were very good.

Deer are also increasing owing to the protection of a close season for three years.

Hares are plentiful.

From Overseer Thomas McKenny, of Thornbury, for County Grey, exclusive of the Townships of Proton, Egremont and Normanby.

I find that there is divergence of opinion amongst the fishermen as to the advisability of issuing hook and line licenses. The lines and hooks catch in their nets and when tangled with their nets make lifting very dangerous.

The action of your Department in getting the closed season abolished in this Bay this year has been highly appreciated, particularly in view of the scarcity of work and high prices for food during these hard war times. It is also the belief of some, that if instead of a close season hatcheries were built the country would be benefited by fishermen getting full grown fish in exchange for fry and the waters not be depleted.

HALDIMAND COUNTY.

From Overseer James W. Lee, of Wellandport, for the Townships of Moulton, Sherbrooke and Wainfleet.

Last fall the fishermen reported their catch as being as good as they had had for several years. Herring was quite plentiful. Perch, pickerel and coarse fish were up to the average. Whitefish were fairly good. This season fishing has not been quite so good.

Owing to the cold and backward spring coupled with the wet summer, tourists were few this season and as a result there was not so much angling in the Grand River.

Quail are quite plentiful but there are no woodcock or plover.

Partridge and pheasants are very scarce.

Wild ducks are quite plentiful and a number of wild geese harbored in this district last fall.

Black and grey squirrels are very plentiful and seem to be on the increase.

Muskrats are very plentiful and greatly on the increase. I think on account of the low price of furs they haven't been trapped or shot as much as usual. Mink are very scarce.

Cotton-tail rabbits are very numerous.

From Overseer James Vokes, of Nanticoke, for Townships of Walpole, Rainham, South Cayuga and Dunn, and the waters of the Grand River, fronting the Townships of Oneida, Seneca, S. Cayuga, N. Cayuga, Canborough and Dunn.

The gill net fishermen at Port Dover and Port Maitland have had fair fishing. Nothing big with the whitefish. In the early spring the tugs operating from Port Maitland brought in big catches of pickerel and herring. The late fall fishing in 1914 was very good.

The pound net fishermen last fall had a very poor season, owing to very high winds and the whitefish went off shore early. The summer fishing has also been

below the average, herring, pickerel and perch being scarce. Sturgeon about as usual. The fishing this fall is also very poor, the whitefish not being present in any quantity so far.

Black squirrels are on the increase, the close season in this County having a beneficial effect. It is rather a hard matter to keep the young sports from getting after them, but nevertheless their numbers have rapidly increased the last two years.

Muskrats are quite plentiful again, the low price of furs last winter and spring not being much attraction to the trappers to take them.

Mink are very scarce.

Quail and partridge are still very scarce in this section.

The ducks are reported as very scarce so far this fall along the Grand River and but very few are seen along the lake shore.

Coon, skunk and rabbits are very plentiful all over the County.

I would again strongly urge that all trappers be licensed, as it is the only way to keep control over them, and make the close seasons observed.

HALIBURTON COUNTY.

From Overseer Manly Maybee, of Cameron, for Sturgeon Lake, beginning at Day's Landing and running south for five miles, including McLaren's Creek, Sturgeon Point and Pleasant Point.

The spring was unfavorable for the trappers on account of late ice and rough weather. Mink were not so plentiful. I am of the opinion that the close season for mink should be from the 1st of March to the 1st of December, as the fur fades badly in the March sun.

The extreme cold, rough weather this spring was a great protection to the fish in spawning season. Angling was good both for maskinonge and bass this season.

Ducks seem to be as plentiful as usual.

Partridge and rabbits are as plentiful as ever.

There are a few beaver in this locality and no black or grey squirrels.

Foxes, coons and skunks are plentiful.

There are no deer in this locality.

HALTON COUNTY.

From Overseer R. M. Brown, of Milton, for the Townships of Nassagaweya and Esquesing.

Partridge fairly numerous on the mountain range, but not very plentiful on the lower ground.

Woodcock very scarce.

Quail, two years ago we had a few in the Township of Nelson, but this season I have not heard of one in the whole County.

Black and grey squirrels very plentiful.

Raccoon fairly plentiful.

Mink very scarce.

Muskrat about the same as last two years.

Speckled trout gradually disappearing. A stream here that used to be one of the best, owing to cleaning up of brush and the proprietors using no means of protection it is almost depleted.

Cotton-tail rabbits are very plentiful although a great many were taken last year.

Hares are getting very scarce here owing to so many swamps being cleaned up.

I trust that before next season a suitable gun license will be imposed, every sportsman in this part I am sure will be prepared to pay a dollar license, as it would stop a lot of the shooting that goes on at all seasons with the 22 rifles.

On a line with the prohibition to hunt ducks from motor boats, it will soon be time to stop hunting with automobiles. They are driven along the roads and the dogs dropped into any good looking bush, and after taking what they can get away they go to another place. Something will have to be done or the game will soon be cleaned out.

From Overseer W. Sargant, of Bronte, for County of Halton.

The catch of herring in this district will probably show a larger increase than any previous year since I have been in office and that is over twenty-five years. They are large and a fine sample of fish.

I am also pleased to report that whitefish are increasing.

Trout are about the same as previous years.

All the fish that have been taken have been disposed of for home market and prices have been fair.

Angling in the 12 and 16 mile creek has been about the same as in former years.

The close season for black and grey squirrels and partridge in the County of Halton has resulted in a great increase in the squirrels and I think a small increase in the partridge.

I am of the opinion that any one who goes hunting or shooting in the woods should take out a license especially foreigners.

HASTINGS COUNTY.

From Overseer H. C. Armstrong, Glen Ross, for the Trent River, from its mouth to Chisholm's Rapids, and tributaries thereto, and to Trenton Junction:

Bass, maskinonge and pickerel are very scarce on account of no fish slides in the eight dams between Trenton and Glen Ross.

Suckers are very numerous and they destroy a lot of spawn.

Sturgeon are very plentiful. They can be seen by the dozen trying to get up over the dams.

Summer ducks are very plentiful.

Winter ducks were very numerous last winter.

Partridge are quite thick.

Black and grey squirrels are increasing very fast.

Mink are scarce and muskrats are plentiful.

Cottontail rabbits are very numerous and increasing every year.

From Overseer Robert T. Bonter, of Marmora, for Township of Marmora:

Most of the hunting parties that I have heard from got their number of deer, and moved out before the season was half over. Strange to say fully 80 per cent. of the deer killed in this district were bucks.

Black bass and maskinonge fishing have been good this season. Yellow bass not so good as in former years, due no doubt to scrub fish, such as bullheads, ling and eel destroying their spawn.

Mink and muskrats are quite plentiful.

Beaver and otter are very plentiful.

Ducks are not very numerous, no doubt owing to high water drowning out the rice.

Partridge are plentiful.

From Overseer Thos. Gault, of Deseronto, for the Bay of Quinte, East Riding County of Hastings, and for Moira River and other waters in said Riding.

The catch of fish in my district has been very good this season.

There were not as many anglers as usual, the war no doubt being the cause.

Bass were very plentiful, white fish and salmon extra good. Coarse fish were caught in great quantities.

Ducks are numerous.

Muskrats are more abundant than in former years.

From Overseer John Haggerty, of Gilmour P.O., for townships of Grimsthorpe and Cashel.

Partridge are very scarce.

Deer are plentiful.

Beaver numerous and increasing.

Mink quite plentiful, but muskrats less so.

Otter and fisher are quite scarce.

Speckled trout and bass are very plentiful.

Wolves are very thick through centre of township of Grimsthorpe.

From Overseer James McCaw, of Bancroft, for Townships of Faraday, Duncannon and Herschell.

The past season has been one of the best on record with regard to Baptiste Lake. Some very fine catches have been taken. A lady captured a trout weighing 27¼ lbs., and another fisherman caught some bass weighing 4 and 5 lbs. each. This lake if given publicity would soon become one of the best summer resorts in this Province, as train services are good.

Other lakes and creeks have been as usual with regard to fish. Speckled trout and bass are getting plentiful, but of small size.

Mink and muskrats are not so plentiful.

Beaver and otter are getting more plentiful.

I would recommend that the close season for partridge should be from November 1st to Nov. 15th in each and every year so long as deer season remains as at present—November 1st to November 15th in each year.

From Overseer J. W. McGowan, of Tweed, for the Townships of Hungerford and Huntingdon.

Fishing has not been as good as in former years but some nice large maskinonge have been caught.

Ducks were scarce during the first of the season, but are more plentiful now.

Partridge are quite numerous.

Black squirrels are very plentiful.

Rabbits are not so abundant as in other years.

Mink and muskrat are quite scarce.

Bears have been seen and a few killed.

Deer are quite plentiful in this district.

3 G.

From Overseer J. A. Moore, of Trenton, for that portion of County of Hastings fronting Bay of Quinte from City of Belleville, west to the Trent River, as far as Trenton Junction.

Angling was very little indulged in this last season, and only one license was taken out by tourists for that purpose, but the tourist traffic was practically nil, and this should have an effect upon the increase of bass and other game fish, though local anglers reported great scarcity and very few catches.

Ducks were very scarce during this last season and few have been killed. Whether the number is decreasing, or whether they have stopped tarrying in these waters in the fall I cannot say, but all the hunters reported very few ducks. It may be that the manner heretofore used of shooting for the market by a great number of persons is the cause of it, and if such be the case to prohibit the sale of wild ducks would aid in protecting these birds.

Partridges are very scarce and very wild, and hunters from the north of this county report a scarcity of birds, and it would appear from this that the effect of the two years' close season has worn off.

Black squirrels are quite plentiful this year, but there had been a great slaughter of these animals prior to the opening of the season, as in the country districts outside of the limits of the town there does not appear to be any protection whatever, and I am told that shooting was going on all through September and October, so that when the season opened for shooting squirrels they were practically exterminated in this vicinity. I would recommend, therefore, that there be a change in the black squirrel season, say, from the 15th October to the 1st November, and that for the next two years shooting of black squirrels in the County of Hastings and Northumberland be entirely prohibited, which would give these animals a chance.

From Overseer J. W. Morton, of St. Ola, for the Townships of Limerick, Tudor, Wollaston, Cashel Lake and Grimsthorpe.

Bass and trout fishing was fairly good this season.

Deer are reported to be plentiful, also a number of moose have been seen.

Partridge seem to be quite plentiful.

Ducks are scarce but I hope to see more next year as we have planted wild rice, celery, and duck potatoes.

Not many muskrat and mink are seen.

Beaver and bears, also wolves, are quite numerous.

From Overseer E. A. Wootton, of Maynooth, for the Townships of Bangor, Wicklow and McClure.

Deer are reported plentiful in certain sections, especially in the neighborhood of Algonquin Park, and we hear of quite a number of moose being seen.

Partridge are reported in better flocks than last year, and are, I think, on the whole more plentiful, but in some sections where bush fires occurred last year very scarce.

Ducks are comparatively scarce.

Fur-bearing animals are getting very scarce except the beaver, which seems to be increasing fast and are plentiful, and we hear of most of the streams being dammed that are not too near the settlers.

Fishing has been very good, both brook and salmon trout being plentiful.

HURON COUNTY.

From Overseer Robert McMurray, of Bayfield, for the County of Huron.

Fishermen in my division have had a fairly good season. The gill net fishermen say trout has been more plentiful this year than they were in 1914, and the pound net fishermen report their catch as very good, much better than it was in 1914. I think, taking the season of 1915 as a whole, the fishermen have very little to complain of.

Bass fishing was not very good.

Perch were plentiful in the early part of the summer and also in the fall.

Partridge are becoming more scarce each year in consequence of nearly all the woods being cut down.

Rabbits are numerous.

KENORA DISTRICT.

From Overseer George H. Fanning, of Sioux Lookout, for that portion of the Kenora District beginning at Quibell and east to the boundary line between the Districts of Kenora and Thunder Bay.

The sale of moose and deer hunting licenses has been very good, but not quite up to last year. Neither has there been anything like so many killed, although they are very plentiful. This is owing to the fact that every available man has been working on the Government railway helping to rush the wheat east.

The resident trappers and small dealers are buying licenses almost to a man. They say that they think it would be well if the Government would raise the cost of licenses to five dollars, as that would have a tendency to keep a great many people from dabbling in the fur trade.

From Overseer W. G. Muncer, of Minaki, for that portion of the Kenora District between Quibell and the boundary line between the Province of Ontario and the Province of Manitoba.

"Fishing on the Winnipeg River and the Trout Lakes has been splendid. Some of the finest specimens of maskinonge that were ever caught, weighing over 40 lb. each, lake trout from 15 to 20 lb., have been taken. Pickerel also were of very fine size. Fish of all kinds appear to be plentiful, and the lakes throughout the district are in excellent condition.

Red deer appear to be just as plentiful as ever.

Moose and caribou are not so numerous.

Fox, mink, lynx, and muskrat are plentiful.

Brush wolves are very numerous and are becoming a serious menace, causing fearful destruction to the deer and small game.

Duck, partridge and rabbits are very scarce indeed.

I would recommend that the small game season be closed for two or three years. I attribute the scarcity of small game to the wolf. These animals are bad on the eggs of small birds during the breeding time. I have never known partridge or rabbits to be so scarce during the past nine years. I would also suggest that a bounty for the brush wolf and coyote be paid. This will encourage the public to hunt them.

Beaver have put in an appearance both east and west of Minaki.

The following lakes have been stocked during this spring with salmon trout fry, viz.: Red Deer, Star, Farlane, Vermilion, Sand and Fox Lakes. Sportsmen are anxiously looking forward for black bass stocking of the Winnipeg River, Gun Lake, Pistor Lake. I can recommend these waters for bass.

KENT COUNTY.

From Overseer John Crotty, of Bothwell, for the River Thames between village of Wardsville and easterly limits of County of Kent.

Game birds are more plentiful, especially partridge and woodcock. Thanks to protection, there is a very noticeable increase in the number of quail.

Black squirrel seems quite plentiful.

A few muskrats are the only fur-bearing animals in the district.

From Overseer John Featherston, of Wheatley, for Townships Romney, East Tilbury and Raleigh.

The fishing during the months of November and December (1914) was about up to the average.

Some fine catches of whitefish were brought in from the pound nets, and the price being very high brought the result well up to the average year.

The tugs fishing gill nets made some large catches of whitefish and pickerel during the early spring, but later their catch was only fair fishing. The pound nets during the present season have had very light catches and nearly all fish seem very scarce, especially herring, which has in the past been our great commercial fish, in fact this year it seems almost to be depleted, but no good reason for this is offered by the fishermen. Some say we have had too much east wind, while others say we are allowing too much fishing with gill nets, and others are of the opinion that Lake Erie is fast being depleted of herring. The catch of Blue Pike seems to be the most profitable this season, with good prices except in the spring, when there was a glut.

Quail seem to be very plentiful, and with proper protection as at present will increase.

Squirrels are more numerous than for years.

From Overseer Richard Little, of Wallaceburg, for County Kent, fronting on Lake St. Clair, exclusive of Dover West Township, also Walpole and Ste. Annes Islands, County Lambton.

Commercial fishing has been exceptionally good; carp were caught in great numbers during the spring and summer, but the quantity has fallen off somewhat during the autumn months; in fact, at present almost none are being caught.

Angling for bass and other game fish has not been as good as in former seasons; this is, no doubt, accounted for by the bad weather conditions.

The lake and marsh ducks are here in great quantities.

Quail are reported to be increasing in some sections of this district; snipe and woodcock seem to be not appreciably decreasing.

From Overseer James McVittie, of Blenheim, for the Townships of Orford, Howard and Harwich.

During the spring of 1915 and all through the summer till date of writing the fishing has been very poor and the pound net fishermen will not make enough this summer to pay their help, unless the fall season is better. Some of the gill net men had the best spring fishing they ever had, the catch being very large and the prices good.

Ducks are not very plentiful yet, as the hides have to be put on shore and not built out in the water this year the poor man who goes for a day's shooting has just as good a chance as the fellow who could stay there all season in his box, big enough

to live in 200 yards from the shore and no person to bother him, this year he stays on shore with the other fellow and takes his chances as he ought to.

We had better angling fishing this summer than for seven years, \$500.00 being collected from Americans for angling in Rondeau Bay.

From Overseer Archibald Patterson, of Bothwell, for that portion of the River Thames lying between the Village of Louisville and the easterly limits of Kent County.

There were not many fish caught in my district this season, as when the river got low enough to fish the water got very clear in a short time, and they do not catch many fish in clear water.

Black squirrels are very numerous and quail have increased wonderfully owing, no doubt, to the close season declared last year.

Partridge and woodcock are scarce.

From Overseer George Peltier, of Painscourt, for River Thames from Lewisville to its mouth, also the tributaries of said river between these points; also Township of Dover West.

The number of fish caught by the licensed fishermen on Lake St. Clair was about the same as last year.

The roll nets in the River Thames used by the farmers proved very satisfactory, enough fish being caught for home use.

Ducks are plentiful this fall, but quail and other game are very scarce in my district.

Mink and muskrat are also scarce, the latter owing to the water being so low this year.

LAMBTON COUNTY.

From Overseer H. A. Blunden, of Sarnia, for County Lambton, exclusive of Walpole and St. Ann's Islands.

The pound net fishermen began operations at about the usual time during the month of May. During the season some got very good lifts.

Wild geese were plentiful during the spring flight, particularly in the eastern part of this county, but they do not seem so plentiful this fall.

Black squirrels seem numerous this fall, so when the season opens I think sports will find plenty.

Quail do not appear to be increasing.

Musk rats and other fur-bearing animals do not seem to be as plentiful as they were a few years ago.

I am making every effort through interviewing sportsmen and putting up posters in all parts of the country to encourage the observance of the Game and Fishery Laws.

LANARK COUNTY.

From Overseer G. Burke, of Perth, for the Townships of North Elmsley, Drummond, North Burgess and the first two concessions of the Township of Bathurst.

Partridge are plentiful this fall and deer also. Last year there were a number of deer shot within half a mile of the limits of the town.

There were not many fur-bearing animals caught around here last spring, as prices were down and the boys did not trap.

Ducks are plentiful.

I went out to Christie's Lake to watch the pickerel run this spring. The run was well on about the 15th and lasted till the 27th, then the suckers and catfish came on. The night of the 27th the catfish were standing on their heads in the rapids picking up the pickerel spawn. A man had to see it to believe it.

Catfish and suckers should be taken out wherever there is game fish. It is a good thing to give the people a license for whitefish, also to fish hoop nets, as the latter clean up the coarse fish and give the game fish a chance.

From Overseer Ephraim Deacon, of Bolingbrooke, for the Townships of Bathurst and South Sherbrooke, including Christy's Lake.

Pickerel were very numerous on the spawning beds this spring and seemed to be on the increase.

Ducks appear to be very scarce this season, but partridge are quite plentiful.

Mink and muskrats are not so plentiful as a few years ago.

The angling has been very good this year, although not quite so many non-residents applied for permits as last year.

From Overseer Wm. Pepper, of Lanark, for the Townships of Drummond, Lanark, Darling and Lavant.

Fish apparently have been more plentiful this year than at any time heretofore for several years. This may be accounted for by the lessening amount of angling. The Mississippi and the Clyde River with their enlargements are becoming well stocked with pickerel and black bass, but the quantity of pike in these waters is appreciably declining. In the other waters of the district pike are plentiful, also perch, rock bass and bullheads.

In the regions where deer are to be found they seem to be more plentiful this year than usual, and some have been seen in various places where they had not hitherto been noticed.

Partridge this season are not so numerous as formerly. This undoubtedly is owing to the eggs having been spoiled by the wet weather during the nesting or hatching season.

There was also a perceptible falling off of the number of wild duck usually found in the lakes and rivers of the district.

From Overseer J. H. Phillips, of Smith's Falls, for County of Frontenac lying north of the Townships of Kingston and Pittsburg, the Townships of North and South Crosby, Bastard, South Elmsley and Kitley, County of Leeds and County of Lanark.

During November kept a patrol of Rideau Lake during the whitefish run. had a launch rented for a week after patrol boat *Ella C.* was laid up. Found many fishermen that were licensed, all fishing legally and pleased to get a few whitefish.

December, January, February and March were not busy months, but I made frequent trips over my district to see no illegal work was being done.

In June started with *Ella C.* and patrolled Rideau waters steadily until October 31st. Though there were not many tourists from the United States the Rideau was crowded by residents of the Province. Permits sold were about the same as last year.

The salmon fishing was excellent; the bass fishing was also good. I think it would be a good thing to shorten the time for fishing whitefish to ten or fifteen days.

The black ducks were very plentiful more so than they have been for twenty years.

From Overseer Fred Stanzel, of Carleton Place, for Townships of Beckwith, Drummond, Ramsay and Pakenham in the County of Lanark, and Townships Fitzroy, Huntley and Goulbourn in County Carleton.

Black bass are about normal, but pickerel are greatly increasing. Coarse fish are plentiful.

Mink and muskrat are about normal.

Partridge are about the same as last year.

Frogs are very scarce.

LEEDS COUNTY.

From Overseer W. J. Birch, of Delta, for upper and lower Beverley lakes and rivers.

Taking into consideration the large number of hunters in this locality for duck, partridge and squirrels they were all quite numerous. However, I would advise that the squirrel season should open at the same time as the partridge season. I consider that the way it is now that it is too much of a temptation for the hunter to shoot squirrels while hunting partridge and at the same time not giving the game warden a chance to get after them.

A few deer have been seen in this locality this summer a good proof that they are on the increase.

Our lakes were not as well patronized as formerly, a number of cottages being empty and very few non-residents and visitors, however, the fishing was good.

Musk rats were very plentiful being caught up into the thousands in my district.

A few mink were caught but they are reported very scarce.

I strongly recommend a trapper's license, they are all expecting it.

From Overseer Gordon Clark, of Westport, for the Township of North Crosby.
Deer have been quite plentiful.

Musk rats are numerous but mink are very scarce.

Fishing has not been quite as good as in former years on account of the water being low and probably because the fish have changed their feeding grounds.

Ducks are numerous and partridge are very plentiful.

From Overseer Herbert R. Covell, of Lombardy, for the Township of South Elmsley.

The fishing in Bass Lake was not as good as usual, owing, I think, to the ling being so numerous. I would like to see the ling fished out of Bass Lake as they are very destructive.

The fishing in Otter Lake is reported better than usual. There were a few salmon caught this summer, the first that I have known to be caught in this lake. I am keeping a close watch that there is no netting going on in these waters.

Ducks, squirrels and partridge are about as numerous as usual.

From Overseer John Fleming, of Newboro, for the Counties of Leeds, Frontenac, Lennox and Addington, Hastings, Prince Edward, Northumberland, Lanark, Carleton, Russell, Prescott, Glengarry, Stormont, Dundas and Grenville.

In the course of my work of patrolling the Bay of Quinte and other eastern waters, I found the bass fishing good, in many places better than in former years.

In the River St. Lawrence I believe the regulations to have been well enforced and I found very few opposed to the enforcement, that of requiring the taking out of angling permits by non-residents.

Ducks and partridge are plentiful.

I beg to recommend that the season for trapping muskrats be from the first of March to the first of May as I think many are caught in their houses and in banks.

From Overseer John McGuire, of Jones Falls, for Rideau River, fronting on the Township of South Crosby.

During the winter months of 1914 and 1915 nothing very extraordinary occurred, I did considerable driving, mostly on the ice after the ice was safe to drive on, my object being to look after the trappers who if not watched closely by the overseer will be breaking the law by cutting into the muskrat houses. They cannot catch muskrats in winter at all without doing this and nothing but real earnest perseverance will prevent them cutting into the houses or into the runways leading to the house, one is as bad as the other. There are none but unprincipled men will offer to trap for muskrats in the winter season for they know before they commence that they are going to break the law. They cannot get any muskrats without breaking the law. The muskrats are all down under the ice during the months of January and February the ice is thick and the snow is deep, no possible way to get to the rats only by cutting into their houses. The honest trapper never tries to do anything in the trapping line until the month of March when the ice begins to thaw out around the shores, then the muskrat comes up and can be caught without violating the law. After ten years' experience as overseer and after a lot of study I have come to the conclusion that the open season should not commence until the first of March, the months of March and April are or should be the open season. I earnestly suggest that this change be made the two months mentioned. March and April are open season enough, any honest trapper will recommend this.

Muskrats were never so plentiful as this last spring owing, I think, largely to the vigilant warfare that I carried on during the winter months. I watched the trappers so close that they gave it up and there were very few muskrats caught during the winter and when the proper time came the rats were plentiful in the district. Our best trapper here at Jones Falls, former springs used to get in the neighborhood of three hundred muskrats during the months of March and April. During last season (1915) this same trapper caught 500 rats in the vicinity of Jones Falls. This trapper recommends the cutting out of the winter trapping until the months of March and April.

Fishing through the ice is carried on quite extensively in this district and to protect the bass requires a lot of exertion on the part of the overseer as it is carried on in so many different places at the same time.

Last season from the time of setting hoop nets until the time of taking them up, viz., the 15th of April the fishing was good.

The fishermen of my district wore a smile certainly last spring. Good fishing, large catches and good prices—part of the season as high as 12c. per pound for dressed bullheads and 6c. for rough or undressed sunfish was realized by the hoop net fishermen. At the present time the prices are not quite so good as last

winter or the first part of the present year, but the fishermen that have set their nets and commenced fishing report good catches.

On the 10th of June the first non-resident tourists came to Jones Falls and commenced fishing for pike putting back into the water any bass that by chance would take the hook until the 15th of June when the season opened for all species of bass.

For the remaining half of June the number of American tourists to the hotels and fishing in the waters of this district were just about equal to other seasons, but later on it was a long way short of previous years.

While the number of non-resident tourists during the month of July decreased the resident tourist traffic was greater than ever. The hotels and boarding houses as well as the guides made 'as much as any previous season.

I never saw the tourist fishermen as well pleased with the fishing as they have been in this district this present season. I never saw as fine catches or as large bass as I saw this season spread out on the lawns of the hotels at Jones Falls and Chaffey Lock.

I feel compelled, however, to refer to a class of tourist coming mostly from Ottawa, Toronto, Kingston and Hamilton, who live on their own boats. They spend no money in the district yet destroy and take away large quantities of fish. The season just passed has been a very severe season on the fish in the waters of my division, especially on the bass, largely owing to the class of tourist mentioned above. The Canadian tourist certainly is harder on the fish than the American tourist and this has been the hardest season on the fish in the Rideau Canal waters in ten years, but all the same the bass fishing has remained good right up to the close of the angling season.

Ducks are very scarce on the Rideau this fall, more so than I have ever seen. Partridge also are pretty scarce.

Rabbits are plentiful and I have heard complaint from some of the farmers of damage being done by them in the grain fields.

Black squirrels too are very plentiful and a lot of complaints have been made by the farmers of damage to the cornfields.

While the angling continues good in this district I would recommend in reducing a day's catch of bass to five, this would help to maintain the supply and it would satisfy the tourists just as well as eight the present number.

From Overseer William Spence, of Charleston, for Charlestown Lake and its tributaries.

Angling was better than in former years, although fewer tourists visited the lake. The salmon fishing never was better.

Ducks were plentiful on both Charleston and Wiltse Lakes.

Mink, muskrats and black squirrels are scarce.

Partridge are quite plentiful.

From Overseer J. H. Stewart, of Brockville, for the Townships of Elizabethtown and the front of Escott and Yonge.

The past season has been a most favourable one for both fish and game.

Maskinonge fishing never was better than it has been this season, especially in the vicinity of American and Black Charlie Island.

Bass and pickerel fishing was also good.

Ducks, partridge and snipe are quite plentiful.

From Overseer George Toner, of Ganonque, for the River St. Lawrence from head of Howe Island to Union Park.

The tourist traffic during this year has not been up to the standard. Many of the island cottages were not occupied during the season. Some who usually spend several months among the Thousand Islands each year were here for only a few days this season. They told me that owing to the fact that they were filling war contracts it was necessary for them to be constantly at their places of business.

The fishing in these waters seems to improve each year. The quantity and quality of all kinds of game fish have been better this season than for years.

During the spring of 1915 ducks were very plentiful but they have been very scarce on the River St. Lawrence this fall.

Partridge, black and grey squirrels are very plentiful. There are also many snipe and plover.

Muskrats, if one can judge from the number of rat houses that appear, are more numerous than for many years.

I respectfully recommend that the open season for muskrats be from March 1st to May 1st and the close season for the remaining months of the year.

With reference to the imposition of the rod license for non-residents of the Province, I beg to report that of all those from whom I collected the license fee only two offered any objection whatever. They very willingly paid the fee after an explanation had been made to them. The majority of them expressed their appreciation of the fact that the waters of the river were being protected from illegal fishing and piracy of all kinds, and their desire to pay the fee demanded of them for the privileges they enjoyed.

From Overseer James Townsend, of Lyndhurst, for Lyndhurst waters south of Lyndhurst, also South and Gananoque Lakes.

Fishing has been fair, some fine catches of bass being made during the first two weeks of October.

Game is fairly plentiful especially partridge for each of which I would recommend both a trapper's and a gun license. A small fee of \$2.00 might be charged.

From Overseer J. R. Wight, of Newboro, for the Rideau waters between Chaffey's Lock and Newboro, including Indian, Benson, Mosquito, Clear, Mud and Loon Lakes, and also the Upper Rideau.

The fishing has been exceptionally good this year, and although the number of tourists here this year was smaller than in previous years, it may be accounted for by the war.

Bass fishing has been better this year than ever.

The partridge have been plentiful this year and also there have been a great many ducks.

The catch of muskrat for this year has been about as usual, but I think that it might be better to limit the open season to March and April as this would do away with trapping the bank holes.

The mink are scarce around this district, in fact it is a very rare case where one is seen.

LENNOX COUNTY.

From Overseer P. W. Dajoe, of Napanee, for the Township of Richmond.

Angling has been a success. Many black bass have been taken.

Commercial fishing on the whole has been fairly good, prices being high and while a good deal went to the American market our own markets were well supplied.

Deer do not seem to have come south yet.

Ducks are in abundance.

Partridge are holding their own in point of numbers.

Muskrat, mink, black squirrels and the coarse fur-bearing animals are not decreasing so far as I can make out.

From Overseer G. H. Gurren, of Sandhurst, for the Township of Ernestown and South Fredericksburg fronting Lake Ontario and the Bay of Quinte, but not Hay Bay.

Commercial fishing has been very good all season. Whitefish and lake trout have been quite plentiful in this part of Lake Ontario, and some excellent catches of both have been made.

Whitefish in the Bay of Quinte have been very scarce, only a few good catches being made before the close season.

Eels have not been so plentiful as in other years.

Perch are becoming very plentiful in the bay and I am under the impression they should be netted to a greater extent as they are a great enemy to the young fry in these waters.

The laying out of the gaps has been a great help both for the Department and the fishermen, as previous to this each fisherman had his idea of where the lines were supposed to be, and now the buoys may be seen quite distinctly.

Bass fishing has been excellent all season although the anglers were not quite so numerous. Those that came report good fishing.

Ducks have not been so plentiful as in former years.

Black and grey squirrels are yet very scarce and partridge more so.

Red foxes are on the increase.

Muskrats are quite plentiful.

From Overseer E. M. Huffman, of Napanee, for the Townships of North Fredericksburg, Adolphustown, and South Fredericksburg, fronting Hay Bay and Bay of Quinte as far as Cole's Point, but not including the Napanee River.

Angling has been very good this season.

Black squirrels almost extinct.

Wild geese scarce.

Partridge plentiful.

Ducks are quite plentiful. If the sale of wild duck were prohibited for a few seasons it would be a benefit.

I would like to recommend a shorter season for muskrats.

LINCOLN COUNTY.

From Overseer Oliver Taylor, of Niagara-on-the-Lake, for the Niagara River, between Niagara Falls and the mouth of the river.

Herring, pickerel and small whitefish are very plentiful.

Large whitefish have been scarce, very few have been caught this season. The machine nets above Queenston have not done very well this season and the seine fishing in the river has not been very profitable.

Quite a number of sturgeon have been caught in the river by hooks.

The angling in the river this season has been poor.

Pheasants, the principal game in this district, were not as numerous as a year ago.

A quantity of ducks are moving around the lake this fall.

The fur-bearing animals are not very plentiful with the exception of a few muskrats in the ponds.

From Overseer J. C. May, of St. Catharines, for the County of Lincoln and over so much of the waters of Lake Ontario as lies in front of the said county.

Fishing has been very good this year. The fishermen being well satisfied with their catches. Herring and whitefish are very plentiful.

English pheasants are about the only game in this district and they are not very numerous.

MANITOULIN DISTRICT.

From Overseer W. M. Boyd, of Kagawong, for Kagawong Lake.

The past season opened with a cold wet spring and the partridge in this district at least have suffered more than any other of the game birds. Very small broods and very scarce to find at any time after the hatching season.

Ducks have been and are quite numerous, more plentiful than for four or five years.

The tourist season started in somewhat later than usual but has been fully as good as usual, keeping on into September.

Fishing in Kagawong Lake for small mouthed black bass has been a revelation to the angling world. Nothing to approach it has been reported from any fishing point that any of the visitors were acquainted with, and I believe we had the largest variety of towns, cities and states represented here this season of any.

Perhaps the most eventful thing in this lake is the number of otter appearing at different points.

Mink, too, appear to be doing well. Muskrat only fair.

Deer seem to be quite plentiful notwithstanding the objectionable provision which allows a farmer to get one deer without taking out a license. How easily many people get to think they are farmers for the moment, at least.

I am more thoroughly impressed than ever that no man or boy should be allowed to hunt without first procuring a license and I still think that if the fee is to remain at two dollars the licensee should be allowed two deer or otherwise one dollar and one deer.

I would further recommend a close season for partridge for a couple of years at least. The scarcity appears to be general from every point I have heard from, and I think we should give them an opportunity to increase.

From Overseer Andrew Hall, of Gore Bay, for west end of Manitoulin Island, including the Townships of Gordon and Mills, in the District of Manitoulin.

Commercial fishing has been very good in this district. Brook trout are fairly plentiful but not as many as usual were caught.

Bass are plentiful but fewer tourists than usual appeared this summer.

Partridge are very scarce. I would suggest a close season for one or two years.

Ducks are fairly plentiful.

Red deer are very plentiful although large numbers are taken each season.

In my opinion it would be better if the season for hunting deer was from Nov. 15th to 30th as it would be easier to follow a wounded deer as we usually have snow at that time. As it is at present, a great many deer are wounded and it is hard to track them, they lie down and die and are wasted.

Fur-bearing animals are scarce according to reports.

From Overseer Joseph Hembruff, of Manitowaning, for Lake Manitou on Manitoulin Island and the streams tributary thereto.

The angling for bass has been fairly good. They were larger than last year.

Speckled trout are not very plentiful.

Partridge are very scarce this year. I think there should be a close season for about three years.

Ducks are plentiful.

Deer are more plentiful than they have been for years.

There have not been as many tourists here this year as in former years.

From Overseer David Irwin, Little Current, for that portion of the District of Algoma lying east of the Village of Algoma Mills, and for Cockburn and Manitoulin Islands, and in and over the waters that lie in front of the said district and which surround the said islands.

This season has been well up to the average according to reports from the fishermen. This season was unusual in that the whitefish run came on in August instead of June and July. The catch of pickerel was fully maintained.

Bass are plentiful but do not seem to bite.

Maskinonge fishing was poor, very few having been caught.

Brook trout do not appear to increase in numbers.

Muskrat are fairly numerous, but mink are scarce.

Partridge are very scarce and I would suggest a close season for two years.

Red deer are more plentiful than they have been for many years, but moose have not increased.

From Overseer James Lewis, of Sheguiandah, for north channel of Lake Huron, from the Soo to the Bustards.

There were not as many tourists as usual this season and the catches of black bass did not come up to other seasons but maskinonge were more plentiful.

Red deer are much more plentiful, but moose are getting very scarce.

Ducks are as numerous as in past years.

Partridge are very scarce and I would recommend that there be no open season for these birds for at least two years. If there is not something done they will shortly disappear.

On examining a lot of the deer when brought out to be clipped I found many practically spoiled owing to the weather being so warm the first part of November.

I think it would be better to have the season longer so that the hunter would be able to get his deer in cooler weather.

I would recommend that all camp help for fishing and hunting parties have to take out guide's license as a lot of them go as camp help when they are actually guides which is not fair to the licensed guides and it is almost impossible to keep track of them all.

I would recommend that a higher price be charged for angling permits to tourists.

From Overseer John McArthur, of Ice Lake, for the Township of Allan.

Fishing was about the same as usual, pike and bass being quite plentiful.

Partridge, ducks and rabbits are not as numerous as last year.

Mink and muskrat show no signs of decrease.

Otter are scarce.

Deer are increasing every year.

From Overseer David Pyette, of Tehkummah, for Manitoulin Island.

Speckled trout are not nearly so plentiful as a few years ago, but tourists report bass fishing good.

Partridge and wild ducks are very scarce.

Small fur-bearing animals such as mink and muskrat are plentiful.

Red deer are becoming more plentiful each year in this district.

From Overseer J. Ramesbottom, of Little Current, for the District of Manitoulin.

I find that partridge are very scarce, and think a close season for two or three years would help to increase them.

Red deer and moose are very plentiful and seem to be getting more so.

Ducks are scarce in this locality, but that can be accounted for by the scarcity of suitable feed for them.

Beaver seem to be increasing.

Bass were not so plentiful this year as last and were hard to catch. They began biting in September more than in earlier months.

MIDDLESEX COUNTY.

From Overseer William Boler, of Lambeth, for River Thames, between London and boundary line between Townships Delaware and Westminster.

Black squirrels are slightly on the increase.

We have one small flock of quail here.

Several wild ducks have hatched here during the past summer.

Partridge are very scarce.

I would ask the Department to put a fee of \$2.00 per annum on persons not owning any land who prowl around to shoot at anything. This would help to pay off the war debt.

From Overseer J. D. Campbell, of Parkhill, for the River Aux Sauble and tributaries.

The coarse fish in Aux Sauble River were not up to the average as the season was late and some net fishermen complain of a poor catch.

Ducks are not as plentiful as in 1914.

Squirrels seem to be numerous.

Partridge are scarce.

I would once more recommend a small license for fish pedlars and that their wagons carry the same number as their license. It would be much easier to trace those that break the law.

From Overseer W. E. Collins, of Strathroy, for the Townships of Adelaide and Metcalfe.

The fishing in this district has been good, especially for pike and pickerel.

Black and grey squirrels have been plentiful.

There are not many quail or partridge.

Muskrats, mink, raccoon and fox are holding their own.

From Overseer Arthur Corsant, of London, for County Middlesex, east of boundary line between the Townships of Westminster and Delaware, London and Lobo.

Angling was very fair, mullets and suckers were quite plentiful.

Black bass are not very plentiful.

Muskrats, mink and coon are very scarce.

Rabbits are very plentiful.

Black and grey squirrels are on the increase, but I think every person carrying a gun should have a license, the fee to be \$2.00 per year and the number of squirrels for each day's shoot limited to ten, and their sale prohibited. My reason for such a recommendation is that I have seen farmers bringing as many as seventy squirrels at a time to the London market for sale, and if there isn't something done to stop it they will soon become extinct.

Partridge, quail and woodcock are almost birds of the past in my district.

From Overseer R. E. Jury, of London, for the City of London.

There were very good catches of pickerel and bass during the month of July. Since then the River Thames has been very high and not much fishing done, a good thing as there are lots of bass left for breeding. There were more coarse fish such as pike, mullet and suckers, caught this year than there has been for years. The people seemed delighted to get them.

Rabbits and black squirrels are very plentiful.

There are several bevy of quail in the neighborhood but partridge are scarce.

As to our fur-bearing animals such as muskrats and mink, they are on the increase. I see a great number of them as I go along the rivers.

I think putting the license on fur dealers was a step in the right direction and would recommend a gun license.

From Overseer Jas M. Temple, of Dorchester Station, for the Thames River easterly to boundary line between Oxford and Middlesex.

The fishing in this section is of but little account, as the game fish in the River Thames are bass, and they are very scarce. There seem to be more pike this year than last, but not what there used to be on account of there being no fish slides in Hunter's Dam, and the Waterworks Dam not being in proper repair.

Game is more plentiful than last year. There are a goodly number of partridge, but few woodcock.

Black squirrels are numerous, but in my opinion there should be a limit for black squirrels, say twenty a day would be a good bag.

No ducks except a stray flock occasionally.

Woodhare or cotton-tail rabbits are so very plentiful that they are becoming a nuisance to the farmers. I believe it would be advisable to extend the shooting

season for the woodhare till the first of April or else they will become a trouble to deal with.

Mink are scarce, but muskrats, I think, will be more plentiful than a year ago. Still there should be both a gun and a trapping license.

MUSKOKA DISTRICT.

From Overseer F. A. Hanes, of Huntsville, for the Townships of Stephenson, Stisted, Chaffey, Sinclair and Brunel.

Deer are more plentiful in and around this part than last year and reported so by parties living in different parts.

Partridge appear to be more plentiful but ducks are very scarce, are not more than two or three together and very wild.

Beaver are increasing very fast. They are in all the lakes and creeks.

Mink, muskrats and otter are scarce.

Fishing was not as good as last year but I think it was owing to the season being cold as there appear to be lots of bass, both large and small, in the lakes, and there were some good catches of both bass and speckled trout.

From Overseer William Robinson, of Kilworthy, for the Severn River and Sparrow Lake.

The fishing has been better this season than for some time.

Deer seem to be plentiful.

Beaver and otter are increasing fast. Every stream in my division has beaver.

Muskrat and mink are plentiful.

Ducks are less numerous than last season.

Partridge are quite plentiful.

I would like the Department to put a license on every one that carries a gun for it seems that young people cannot go out without a gun.

From Overseer William Smith, of Gravenhurst, for Lakes Muskoka, Rosseau and Joseph, in the Districts of Parry Sound and Muskoka.

I put in considerable time at South Falls and other places in the spring as the fish run up to these places to spawn till about June 15th. and if not watched there would be a big loss of these fish as they are taken often illegally.

There were not so many tourists on the lakes as in former years, still I sold more permits than last year. The fishing seemed to be good and compared favorably with other years, especially for trout and pickerel which were above normal.

I notice beaver are getting plentiful.

Mink and muskrat remain about the same.

Partridge are about what could be expected after a wet season.

There are not many deer in this district but hunters seem to get their amount.

From Overseer John A. Traves, Sr., of Fraserburg, for the District of Muskoka.

Last season I visited quite a number of hunter's camps in the four townships and found they have no complaints to make of scarcity of deer and partridge. The majority of the hunters got their deer and quite a number of partridge and rabbits. One party got sixty-two rabbits. The latter are very numerous. Beaver are also very thick and muskrats are plentiful, while mink are increasing. Wild ducks were plentiful last fall.

Fishing was fairly good in the spring in Bigwing Lake and some other lakes in our four townships. In the North Branch River there was good fishing for black bass and trout.

In my travels through the winter I saw several wolves' tracks and this summer about July there was a bunch about a mile from my home. A settler of ours heard them and killed two of them.

NORFOLK COUNTY.

From Overseer J. S. Smith, of Port Rowan, for the County of Norfolk.

The fishing both in the Inner Bay and Outer Bay has been about an average catch.

The prices for the different kinds of fish have been fair.

The wild duck are very plentiful in the marshes, but the shooting in the Bay has not been so good owing perhaps to the mild weather.

The plover, snipe and quail are very scarce.

The bass fishing was up to the average though not as many permits sold this year as other years.

The black squirrels and partridge are very numerous.

NIPISSING DISTRICT.

From Overseer Richard Conway, of Madawaska, for Townships of Airy, Murchison, Sabine and Lyell.

Game is scarce in the Townships Murchison, Lyell and Airy. Partridge are few and there are not many deer. In the Townships of Sproule and Clancy, north of here, deer and partridge are plentiful.

The kinds of fish we have here are speckled trout, gray trout, black bass, perch and mud pout, but the waters are rather poorly stocked.

From Overseer Joseph Rivet, of Sturgeon Falls, for that portion of the District of Nipissing lying west and north of the Townships of Widdifield, Merriek, Stewart and Osborne, exclusive of Lake Timiskaming and its tributaries.

The catch of bass and maskinonge has not been very good this year but sturgeon, pickerel and pike afforded good sport, in fact, much better than in previous years.

Muskrats abound in this region.

Ducks and partridge are very numerous.

NORTHUMBERLAND COUNTY.

From Overseer Thomas H. Cheer, of Brighton, for the waters of Lake Ontario fronting County of Northumberland, also inland waters tributary to said lake in said County.

The catch of trout has been very good, about the same as last year.

Whitefish have been very plentiful, the largest catch in years.

Coarse varieties were also caught in good quantities.

Ducks of all species were very plentiful here before the season opened the 15th of September, but in a few days they were very scarce.

Partridge are still very scarce here, but there were, I think, a few more than last year.

Black and grey squirrels continue to be scarce. I cannot see any difference from last season.

Muskrats are not very plentiful and are not likely to be until only spring trapping for them is allowed in order to protect their dens and houses. I think open season from the 15th day of March until the last day of April would help.

Mink are almost extinct in this vicinity.

Deer are reported to be fairly plentiful this season, which I think is owing to the limit of "One man one deer," which, in my opinion, is a good thing.

From Overseer H. W. Hayes, of Trenton, for the Bay of Quinte, as lies in front of the East Riding of Northumberland, for that portion of River Trent lying between the Townships of Sidney and the Bay of Quinte, and for the inland waters of the Townships of Murray, Dryden, Cramahe and Haldimand.

The fishermen report a good year for herring but very few trout. Coarse fish were fairly good.

Mink are very scarce. Very few muskrats were caught last fall as the price was low, consequently muskrats may increase.

Black ducks and teal are not so plentiful as last year and very few deep water ducks have shown up as yet. I would advise that the sale of ducks be prohibited.

Partridge hunters report that partridge were plentiful north, but they are very scarce here.

From Overseer J. H. Hess, of Hastings, for the Trent River and tributaries from Trent Bridge to Rice Lake.

The fishing at the beginning of the season was good and the quality above the average. Later in the season it was almost impossible to catch maskinonge, but I cannot account for it as there seem to be plenty of these fish in the waters.

Wild ducks are plentiful this season.

From Overseer W. H. Johnson, of Harwood, for Rice Lake in the Townships of Hamilton and Alnwick.

This has been an extra good year for spawn, and the little fish could get out in deep water before the water went down.

Very few tourists visited Rice Lake this year.

Fishing was good the first of the season and a lot of fine fish were caught. Later the fishing was not so good.

Black and wood duck are not so plentiful as last year, other species of duck are about the same.

Woodcock, quail and partridge are very scarce.

Black and gray squirrels are not very plentiful.

Cottontail rabbits are very numerous.

Mink are very scarce.

Muskrats are plentiful.

I beg to recommend that trappers pay a license and that persons owning and using gasoline launches for fishing and taking parties out to fish should pay a license fee of not less than ten dollars as I think it only fair to other guides.

From Overseer A. J. Kent, of Bewdley, for Rice Lake, from Ley's Point on the south shore of said lake around the head of lake of Barnard's Bay on the north shore of Rice Lake.

Bass and maskinonge were plentiful in the marshes and creeks last spring, and the close season was very well observed.

Fishing was not good during the summer, high winds and so much rain were the main causes. Tourists reported poor fishing in most of the lakes and rivers. It certainly was an off season.

A fair number of muskrats were caught last spring, but owing to the low water and the low prices for fur the rats had a good chance to increase for another year.

Quite a number of ducks this year. I think the duck season should open on the 15th of September, and that the line dividing the two districts should be changed.

Partridge are scarce. Black squirrel are plentiful, but automobile parties carrying guns before squirrel season are a source of annoyance, and something should be done to stop the squirrel shooting before the season opens. An overseer cannot cover very much ground in an afternoon, but an automobile party can take in a good many woods, and unless the overseer has some such conveyance he has no chance to catch them.

Partridge, black squirrel and rabbits should come in all together on the 15th of October, then no person would have any reason to carry a gun through the woods before the season opened.

From Overseer J. R. McAllister, of Gore's Landing, for Rice Lake, between Jubilee Point, and Lower Close's Point and the waters tributary thereto, in the Townships of Hamilton and Alnwick.

Muskrats were very plentiful last spring and there are more now than there were in the spring as they were not trapped too close.

Ducks are in the lake in great numbers just now, but not many of them have been killed.

Grouse are as numerous as usual.

Black and grey squirrels are plentiful.

Fishing in Rice Lake has been very poor indeed. Both bass and maskinonge were hard to catch except the first two weeks in October when there were a number of nice maskinonge taken. People who live around Gore's Landing say it is the high water that is the cause of poor fishing.

The fish are as plentiful in the marsh as usual in April and May when they are spawning so that there is apparently no decrease.

From Overseer F. H. Meneilly, of Warkworth, for the River Trent and tributaries from Percy Boom to Campbellford Bridge.

The fishing was good here this season and all kinds of fish seem to be increasing rapidly. When the Trent Canal is finished and the water is kept at a certain level they will, I believe, increase more so. All the fish caught here is by local fishermen as not many tourists come here.

Partridge are quite plentiful this year.

Black squirrels are very thick.

Rabbits are also increasing very fast and threaten in a few more years to be a pest.

From Overseer A. L. Reindeau, of Campbellford, for the Trent River and tributaries from Campbellford to Trent Bridge.

Maskinonge fishing was extra good in the first of the season but not as good in August.

Bass fishing was not very good. I would certainly recommend that the waters be stocked with bass as fishing for this species of fish is simply no good.

Ducks were not plentiful this season for some reason.

Black squirrels, rabbits and partridge are numerous.

From Overseer Amos Shearer, of Roseneath, for that portion of Rice Lake in the Townships of Hamilton and Alnwick, between Rock Island and Webb's Landing, with waters tributary thereto.

Fishing in Rice Lake has not been as good this year as in previous years. A lot of poaching was going on at the lower end of the Lake in the spring.

I would advise that the Lake be restocked with black bass.

Duck shooting has been poor.

Muskrat are quite plentiful but mink are scarce.

Partridge and black squirrel are quite numerous.

From Overseer D. C. Stuart, of Codrington, for Trent River and tributaries, from Chisholm's Rapids to Percy Boom.

All kinds of fish are plentiful and trout fishing has been extra good. A lot of trout were caught in Marsh Creek where there never was known to be trout until this year.

Partridge are plentiful and black squirrels have not been so numerous in years.

Ducks are about as usual.

The creeks and marshes are full of muskrats. I never saw as many rat houses as there are at the present time.

From Overseer W. H. Thompson, of Bailieboro, for the Otonabee River, from Bensfort Bridge to Rice Lake.

Fishing has been very poor this season, black bass not biting well.

Maskinonge had a spell of biting in August, and again about the last of October.

Ducks are about the same as last season.

Trapping was good last spring, and muskrats are very plentiful this fall, and they are very busy at the present time building their winter homes.

Partridge are not so plentiful as last season. Black squirrels are very scarce.

I would recommend a close season for frogs, as they are very scarce and should be protected during their spawning season.

ONTARIO COUNTY.

From Overseer Gilbert Gillespie, of Brechin, for Lake Simcoe and tributaries fronting Township of Mara.

The winter fishing for whitefish along this shore was not very good owing to too much slush under the ice. October fishing for salmon trout was very good and bass fishing was also very good, but the run small. The lake is full of whitefish.

Very few ducks were seen.

Partridge are plentiful.

Muskrats are numerous but mink are not to be seen, being very scarce.

From Overseer Charles Halward, of Cannington, for Beaver River, running through the Townships of Brock and Thorah, and the Villages of Sunderland and Cannington.

This has been a favourable year for game of all kinds, ducks were unusually plentiful, partridge and rabbits seem to be slightly increasing.

Mink and muskrats, owing to the low price of furs, are not being trapped as much as usual, and they show signs of being more plentiful.

From Overseer George Hood, of Scugog, for the Township of Reach, in the County of Ontario, and for the Township of Mariposa, in the County of Victoria, and over so much of the waters of Lake Scugog as lies in front of the said Townships, and for the westerly half of Scugog Island, and over the waters of Lake Scugog fronting thereon.

Maskinonge are very plentiful this season in Lake Scugog and bass are increasing.

Black ducks are very plentiful, also red heads and blue bills.

Partridge are on the increase.

Muskrats are plentiful and mink seem to be keeping up.

From Overseer Hector McDonald, of Beaverton, for Waters of Lake Simcoe and tributaries thereto fronting the Township of Thorah.

Whitefish and salmon are increasing in Lake Simcoe.

As the season was bad for bass fishing and tourists few, I think bass will have a chance to increase and be more plentiful for next season. As it was, I saw splendid specimens caught.

Ducks and geese seem to be as numerous as in former years.

Partridge are on the increase in this district.

Fur-bearing animals, mink and muskrats, are about the only kind in this territory. They seem to be as numerous as in former years.

From Overseer D. McPhee, of Uptergrove, for Lake Simcoe, fronting on Township of Mara and tributaries thereto, and for Mud Lake in the Townships of Mara and Carden.

In Lake Simcoe, trout, whitefish and herring have been plentiful, but carp have decreased. Bass are about the same as in former years, and maskinonge are plentiful.

In Mud Lake, pickerel, maskinonge and bass have afforded good fishing.

Ducks and partridge are more numerous than last year.

Muskrats keep up, but mink are scarce.

From Overseer Thomas Mansfield, of Pickering, for Electoral District of South Ontario, exclusive of the Township of Reach.

Fishing has been up to the average taking all things into consideration, and the fishermen were pleased at the Department's consideration in allowing them to fish in the usual close season to help out the rather hard times caused by the war, and also benefitting the consumers.

Ducks have not been as plentiful as usual, and in my opinion it was due to this fall being rather open. The ducks have not all come down yet and so far have come in smaller flocks.

From Overseer Michael Timlin, of Atherly, for Lake Couchiching and tributaries fronting Townships Mara and Rama.

The fishing has been very good here, and some good catches of lunge and pickerel have been reported.

Partridge and ducks are more plentiful.

Muskrat and mink are scarce.

PARRY SOUND DISTRICT.

From Overseer John G. Duncan, of Callander, for the Districts of Parry Sound and Nipissing.

Bass fishing was fine for a few weeks after the opening of the season, then there were very few who caught the limit allowed. This end of the lake was full of herring, and though there were lots of big bass they would not bite.

Partridge are very few. Some days in my travels I did not see any.

Ducks have been plentiful, quite a few around yet.

Plover left earlier this season.

Deer signs are that there will be a good season.

Muskrats are not so numerous in the creeks. They seem to be more around the lake.

From Overseer John Dunk, of Kearney, for the Townships of Perry, Bethune, Proudfoot and Armour.

The very favourable winter of 1914-15 has had a marked effect in the number of deer. I have no hesitation in saying that there is a great increase.

Beaver are everywhere throughout my territory. In some cases I have had to resort to the use of dynamite to blow out dams which were flooding several roads.

Mink and muskrats are exceedingly scarce, almost to the point of extinction. The high prices obtainable for these furs of late have led many to engage in trapping for them.

Partridge, owing to the extensive bush fires of 1914 and the unusually wet season of 1915, have not increased, and very few birds are seen in my district.

From Overseer John Floyd, of Nipissing, for Lake Nipissing, in the vicinity of Nipissing Village.

The fish in Lake Nipissing consists of bass, pickerel, whitefish, herring, maskinonge, sturgeon, pike and suckers. The fishing in Lake Nipissing has been very poor this season. For a short time in the first of the season the bass bit fairly well, but the trolling has been the poorest that I ever remember. I cannot account for such a bad season.

Moose has become very scarce.

Red deer are very numerous in some localities, but owing to fires and settling up the country they are gradually being driven into a more restricted area. Taking the country as a whole, the deer are decreasing all the time, the wolves being partly responsible but not altogether, as there are certainly a great number illegally killed. Owing to the difficulty of securing evidence in many cases where I know the law has been broken I have not taken action.

Partridge and ducks are very scarce here this year. I would recommend a close season for partridge for a couple of years.

Beaver and muskrats have increased wonderfully during the last two years.

Mink are fairly plentiful.

Otter, fisher and martin are scarce.

The lynx seem to have entirely disappeared from this country, though they were very plentiful here some few years ago.

From Overseer Richard Lambkins, of Loring, for the Townships of Harrison, Burton, McKenzie, Ferrie, Wallbridge, Brown, Wilson, Mills, Pringle, Gurd, Hims-worth, Nipissing, Patterson, Hardy, McConkey, Blair and Mowat.

Deer are still plentiful in the townships of my territory.

Partridge have held their own during the year.

From Overseer Henry W. Reid, of Parry Sound, for Townships of Shawanaga, Ferguson, Carling, McDougall, McKellar, Christie, Foley, Parry Island, Cowper and Conger.

The fishermen in this division inform me that they have had a good average season. The trout in the spring were very good, better than for many years, and they believe that it is the result of good work done by the hatcheries on the Georgian Bay. Some of them recommend that a hatchery should be established at Parry Sound, as plenty of spawn could be procured here to supply it.

The fall fishing has not been very good. Plenty of fish, but the weather conditions prevented the men from working. I do not think that the close season being taken off has been of much benefit to the fishermen on this shore, as owing to the low price it did not pay them to take the risk and they have stopped operations.

The bass fishing was not very good this season, but we did not have many tourists, no doubt owing to the war. There were a great number of the fishing clubs did not come at all. Pickerel fishing was very fair.

Mink and muskrat are reported plentiful.

A large number of hunters passed through here during the hunting season. Deer were plentiful and the hunters were well satisfied.

Partridge are getting very scarce in most parts of this district. In conversation with a lumberman, who spends nearly all the year in the woods, I asked him if he could account for the scarcity. He blames the foxes for it. During the cold nights the birds bury themselves in the snow and the fox comes along and eats them. He says he sees plenty of evidence of this every winter, and he believes that the foxes are just as bad on the birds as the wolves are on the deer.

PEEL COUNTY.

From Overseer John Bemrose, of Claude, for the Townships of Chinguacousy, Caledon, and Albion.

Last season was a very unusual one, it was so wet the speckled trout got lots of feed without taking the bait. Still anglers made fairly good catches.

Bass were very scarce.

Other fish such as suckers were plentiful in the spring.

Partridge have been very numerous this season, much more than I looked for after such a late and wet spring. I think we can thank the short open season for them.

Ducks have been plentiful; there was so much water laying about the farms a person could see them almost any day all summer.

Fur-bearing animals are getting very scarce, especially mink and muskrats. I think it would be well to stop the taking of them for about three years to give them a chance to increase.

Cottontail rabbits are numerous.

Black squirrel are increasing, but to save them, also the red ones, and all small birds, I would recommend making every boy under 18 years of age pay a license fee of two or three dollars before they could carry either a shotgun or rifle, as I find it is mostly young fellows that are killing off squirrels and small birds.

From Overseer W. H. Harrison, of Port Credit, for the waters of Lake Ontario fronting on the County of Peel, and for the Rivers Credit and Etobicoke tributary to the said lake.

The game laws have been well observed in this district, though the foreign element has given me trouble over their practice of shooting insectivorous birds.

After considerable warning they appear to have decided to observe the law. I would, however, suggest such a practice might be overcome by requiring anyone carrying a gun to take out a license.

Whitefish seem to have been scarce in this district, no doubt owing to the heavy current in the lake.

Salmon trout fishing has been fairly good.

Herring catches so far have been very good.

The angling has not been very good on account of the heavy rains making the water in the rivers muddy. Catches therefore have been very light.

Black squirrels seem to be plentiful.

Rabbits are also plentiful.

Partridge are very scarce.

Ducks are plentiful in the lake but seldom come inland.

PERTH COUNTY.

From Overseer Charles Jickling, of St. Mary's, for the County of Perth and for Townships East Nissouri and East and West Zorra, in County of Oxford.

Black and grey squirrel are more plentiful than they have been in many years.

Partridge are holding their own.

Ducks are flying in large numbers and quite frequently lighting on the small streams.

Mink and muskrats seem to be more plentiful owing to so little trapping having been done last winter.

I think something should be done to protect the raccoon, as there are so many killed before pelts are any good.

The pickerel planted in the lake at Lakeside are doing well. I went over to the lake in June and I caught two about 17 inches long.

The brown trout planted in Otter Creek are growing, but are much harder to catch. Some have been seen estimated to weigh $2\frac{1}{2}$ lbs.

Cottontail rabbits are very numerous. I hear reports that they are dying of some disease and quite often I see the dog carrying home one which apparently he had found dead.

PEEL COUNTY.

From Overseer James Johnston, of Orangeville, for the Townships of Caledon and Albion.

From reports the first of the fishing season was the best, the latter part not being so good on account of the continuous rainfall and high waters.

Partridge are plentiful and appear to be on the increase.

Mink and muskrat have decreased. I would strongly recommend for the protection of those fur-bearing animals to make every trapper take out a license.

PETERBORO COUNTY.

From Overseer Wm. Clarkson, of Lakehurst, for west half of Township of Smith, Township of Ennismore, west half of Township of Harvey, Townships of Galway and Cavendish.

Bass and maskinonge are holding out well. The fishermen are not complaining. Trout are also up to the average.

Deer are more plentiful than last year.

Ducks are scarce, but partridge are plentiful.

Mink are about the same as last year.

Muskrats and beaver are more plentiful.

From Overseer Edw. Fleming, of Hastings, for the Village of Hastings.

Angling and trolling did not afford as good sport as usual this year. Although I think that there were lots of maskinonge, they did not bite as usual. Bass were not so plentiful as in former seasons.

Ducks were fewer.

Muskrats plentiful last spring, but there should be a license for trapping.

Black squirrels are very plentiful this fall.

Partridge are very good, although I have seen them more plentiful. I do not think it would do any harm to give the partridge a close season for two years.

Cottontail rabbits are getting very thick here, and do a lot of harm to young trees.

From Overseer J. H. Forsyth, of Bridgenorth, for the waters of Chemong Lake and Lovesick Lake.

Maskinonge fishing was good this year. Bass fishing was not so good. Last spring was good for the spawn on account of the water being kept up until the spawn was hatched.

The close season for bass and maskinonge should be from the first day of December until the first day of June.

Rats seemed to be scarce last spring.

Partridge are not very numerous in this district.

Deer hunting is likely to be as brisk as ever, as reports are that deer are plentiful.

From Overseer Wellington Lean, of Apsley, for the Townships of Anstruther and Chandos.

Partridge are very scarce in this district this year, owing, I think, to so much wet weather early in the season, which would be bad for the young chickens.

Beavers are becoming very numerous, being found on almost all the lakes both large and small, as well as on the creeks in my district.

Fishing was about as good as usual.

Deer are quite numerous in some localities.

Wolves are not so numerous as in past years, but bears are more plentiful.

All other game about as usual.

From Overseer John McFarlane, of Keene, for Townships of Otonabee and Asphodel.

Fishing in this district was about the same as last year. At times maskinonge fishing was good and bass fishing fairly good. In fact the fishing would compare very well with other years.

There was a lot of mudcats taken out by angling in the spring and shipped. They did not appear to be so plentiful through the summer.

Suckers were very plentiful, also other small fish.

Brook trout fishing was about the same as last year, not very numerous. I think it would be well to protect the brook trout for about three years and not allow any to be taken. A number of people not living in this district do considerable fishing and keep them from increasing.

Black ducks were quite numerous this season. The fall ducks were late coming in and rafted in the middle of the lake and would not decoy very well. They appear to know decoys and shy away from them.

Muskrats were plentiful this spring, the trappers all had good catches, but the price was not so good this year.

The beaver are increasing and I don't think they are molested.

Mink are scarce.

Black squirrels are plentiful.

Rabbits are not as numerous this year.

Partridge are about the same as last year, very wild and hard to get. I think the skunks, which are plentiful, keep them from increasing, as they get them in the hatching season.

From Overseer Henry Melville, of Havelock, for the Townships of Belmont and Methuen.

Red deer seem much more plentiful than for some time past.

Moose have also been reported to have been seen in several localities.

Mink are reported practically extinct, and muskrat are scarce.

Otter and beaver are very scarce, so scarce that it is a rare thing for one to be seen on these waters.

Partridge seem to have decreased, while other land birds are reported to be about the same as last season.

Fish I think are more plentiful, but owing to the high water they have not been so easily taken.

I would strongly recommend that the hounding of the deer be discontinued in Belmont and Methuen Townships by an Order-in-Council, and that hounds be not allowed to run at large at any time to see what effect it would have on the increase of deer, also that a license should be required to carry a gun.

From Overseer F. J. Moore, of Lakefield, for the Townships of Douro, Dummer, east part of Smith, Township of Burleigh, and east half of Harvey.

Last spring was an exceptionally good season for bass and maskinonge spawning in the Kawartha Lakes, as the water was kept up, giving the spawn a chance to mature.

Fishing for bass and maskinonge has been very good this season with rod and spoon. I would again recommend that Stoney Lake be restocked with bass, as it is a great summer resort for tourists from all parts of the States as well as our own Province. There has not been as many tourists here this season as other seasons, owing to the war conditions I presume.

Regarding the matter of angling permits, I would recommend that the tourists pay a little more for them, providing the fish is kept up to the usual standard, as they seem very much taken up with these lakes.

Deer appear to be very plentiful this season.

Partridge are numerous, while ducks are not.

Muskrats are plentiful but mink are scarce.

Beaver are getting to be very plentiful, and there are quite a lot of otter signs.

From Overseer John Watt, of Peterboro, for that portion of the River Otonabee and tributaries between Lakefield and Bensfort Bridge.

Partridge are reported to be abundant.

The deer hunters last season were fairly successful, making about an average shoot.

Some good captures of maskinonge and bass were made at the first of the open season, but owing to so much rain and high water the catch fell off in the summer improving later.

For the same reason, namely, high water, the ducks have been able to keep away from the open water, feeding back in the ponds. At present they are rafting and in Rice Lake you can see them by the mile, but they keep far out.

In the spring while the fish are running a lot of game fish are destroyed by the practice of snagging or gaffing, and at present there is no law to prevent it. If a maskinonge or bass is gaffed while the officer is present the fisherman will of course release it saying he did not mean to as he was gaffing for suckers, but in many cases the fish die from the injury received, and if no one who would report happens to be present the fish is bagged. It would require a man on watch all the time, and there are several places with over twenty operating at the same time.

I would recommend some enactment to prevent this very destructive and unsportsmanlike custom. If in the definition of angling, the word decoy or bait, alive or artificial, was inserted, it would overcome the difficulty.

PRESCOTT COUNTY.

From Overseer F. Dupuis, of Hawkesbury, for the County of Prescott.

Fishing was about the same as last year. If the fish ladders at Carillon Dam were open it would enable the fish to get up the river.

Ducks are numerous but very wild.

Partridge are very scarce.

Muskrat and mink are in fair quantities.

PRINCE EDWARD COUNTY.

From Overseer Angus Brisbin, of Picton, for the waters of Lake Ontario, fronting Townships of North and South Marysburg, including all waters surrounding islands in said Townships, also Main Duck Islands, and that portion of Bay of Quinte fronting these Townships, as well as the waters of the Bay of Quinte, known as Picton Harbor, in Township Hallowell.

Gill net fishing has been as good as usual if not a little better, but the high winds in the latter part of September and October prevented the fishermen from getting to their nets when they should. There was a great increase in whitefish this year. The eels were about the same as last year, but the price was not so good.

Bass were also plentiful.

Partridge and black squirrels are also more plentiful.

Ducks have not appeared in their usual numbers, but I think it is on account of the warm weather.

From Overseer E. R. Fox, of Northport, for that portion of the Bay of Quinte fronting Township Ameliasburg east of Belleville Bridge, and also Township Sophiasburg, and over all the inland waters within Township Sophiasburg.

Bullheads are as plentiful as in any year since I have been overseer and pike are more plentiful this fall than usual.

The whitefish came quite early in October. About the 5th there were some caught. The seine started about the 25th and they have caught them in great numbers, one seine in one haul had 1,700 whitefish. The herring are also very plentiful.

Black duck are about the same as last year but the fall ducks are quite scarce.

Partridge are increasing.

Muskrats, by the looks of their houses, are increasing very much but mink are very scarce.

From Overseer Frank Huff, of West Lake, for the waters of Lake Ontario fronting the Townships of Hallowell and Athol, also for the Village of Wellington in the Townships of Hillier and for the inland lakes and streams in the said Townships of Hallowell and Athol.

Trout fishing has not been near as good as last season. Whitefish was much more plentiful.

Hoop net fishing in West Lake has been fair. There seems to be lots of sunfish and dogfish. Other fish scarce.

Ducks in the spring are very plentiful and feed close to the shores in great quantities, but in the fall they are hunted so very hard that they become scarce and are very wild.

Partridge are very scarce.

Cottontails and black squirrels are very plentiful.

From Overseer Jas E. Lane, of Wellington, for the waters of Lake Ontario fronting the Townships of Hallowell and Athol, also for the Village of Wellington, in the Township of Hillier and for the inland lakes and streams in the said Townships of Hallowell and Athol.

The fishermen report fishing for white fish the best for many years, while trout are not so plentiful. Hoop net fishing has been extra good, as much as a ton of dogfish and sunfish being taken from one set of hoop nets at one lift.

Carp are becoming quite a nuisance in West Lake.

Partridge are increasing.

Ducks were very plentiful last spring, at the time of writing are just beginning to come back.

Mink are very scarce. Muskrats are becoming more plentiful.

RAINY RIVER DISTRICT.

From Overseer E. L. Davis, of Fort Frances, for the District of Fort Frances.

Moose and deer are a great deal more numerous than they were ten years ago. Caribou are very scarce.

As to partridge but few have been seen this last year.

All kinds of fish seem to be as plentiful as ever with the exception of sturgeon.

RENFREW COUNTY.

From Overseer Samuel Andrews, of Micksburg, for the Townships of Bromley, Stafford and Ross.

Bass, maskinonge, trout and pickerel are scarce and very few have been caught this season, while pike, suckers, mudpout and perch are plentiful.

Muskrat and mink are scarce.

Ducks and partridge are also scarce. Very few ducks have been shot this season. Owing, I think, to the high water in the marshes they keep out of reach of the hunters.

Deer are increasing in this district and are often seen in the settled parts of the county.

From Overseer W. L. Briscoe, of Killaloe Station, for Townships of Jones, Sherwood, Hagarty, Radcliffe, Brudenell, Raglan and Lynedoch.

Game generally has got more plentiful than in previous years notwithstanding the trouble caused by Indians who consider they are entitled to hunt when they like and where they like.

Moose have been roving through the districts as they are often seen.

Red deer are not as plentiful as they were in 1914.

If the wolves could be done away with the red deer would increase rapidly. There are numbers of them killed every winter by the wolves. I think that the bounty should be raised and it would induce people to hunt for them. The proper way is to trap them as they are easily trapped. Poison should not be used as the small animals, such as fisher and mink take the bait very readily.

Partridge are very scarce owing to so many being shot by partridge hunters coming in from the big town; also to fires destroying the young birds in 1914, as there were large bush fires.

Beaver are plentiful in this district. There are dams and beaver houses all through the country where there were no beaver for forty years previous to three years ago.

Muskrats are very scarce as the Indians have them all trapped and dug out of the banks of the rivers and creeks as they use the meat for food.

Angling in Golden Lake was not as good as last year owing to the high water.

From Overseer D. E. Burns, of Pembroke, for the waters between Allumette Rapids and Deux Joachim.

Owing to the late spring there was a poor catch of fish at the beginning of the season, but later on the fishermen claim to have been fairly successful.

Partridge are scarce in this district owing to the bush fires.

Beaver and red deer are still plentiful. I had considerable difficulty in protecting the deer this last season, as some of the hunters were not satisfied with one. I, therefore, prosecuted one party and hope it will have a good effect.

From Overseer John Devine, of Renfrew, for the Townships of Horton, McNab, Admaston, Bagot, Blythfield, Brougham, Griffith, and Matawatchan.

Wolves are still numerous in the western end of this district where they have inflicted heavy loss on the settlers by killing sheep and other young stock. Besides they have been particularly severe on the deer. If possible something should be done towards their extermination.

The only fishing done was with hook and line, but on account of the high water the fishing was not good this season.

Partridge are scarce chiefly owing to last spring being wet and cold.

Beaver are getting numerous and building dams on quite a few small creeks. In very few cases will they cause any damage in the places they are frequenting.

From Overseer A. H. G. Wilson, of Eganville, for the Townships of South Algona, North Algona, Wilberforce, Grattan and Sebastopol.

The prospects for game at this end of the season are good in this section.

Partridge are not so plentiful as last year, and the only way I can account for this is that the open seasons are too long for the hunting of those birds. I believe that the season for partridge should only be two weeks, say from November first until the fifteenth. In this northern district the birds would be larger and there would be a larger increase. In late years there are too many young sports that like to be out in the woods with a gun, and ten birds a day are too many for any one person to kill and carry away to give to his friends or use himself.

Deer are plentiful all over the mountains about Lake Clear and South Algona, also in North Algona and along the Indian River.

Fur-bearing animals are getting scarce about this district but there are some still here about Indian River and the Bonnechere.

There are also some muskrats and also a few mink left, but they are not much sought after now as the prices for fur have been so low since last season.

RUSSELL COUNTY.

From Overseer J. B. Bourgon, of Rockland, for County of Russell.

About the same quantity of fish was caught in this part of the Ottawa River off the County of Russell during the season of 1915, and about the same number of licenses were issued. The quality of fish caught in this district is chiefly coarse fish, such as bull heads which do not appear to diminish.

As regards hoop nets a few licenses were issued but considerable fishing is done with such nets on the Quebec side of the Ottawa River, it is regrettable that some arrangements could not be made between the Ontario and Quebec authorities to limit the number of hoop nets in the Ottawa River where that river forms the inter-Provincial boundary.

As regard to game there is none in the County of Russell to make it worth any party getting out a license, the County of Russell is now so well settled that very little or no game remains.

SIMCOE COUNTY.

From Overseer John Beatty, of Old Fort, Midland, for the Townships of Tay and Matchedash.

Fishing in my territory has been very good. Bass, pike and maskinonge were as numerous as others. Very little illegal fishing was done in these waters.

Partridge and wild duck are very scarce. Mink also are scarce but muskrat plentiful.

Black squirrel are very plentiful.

The people of this district think it would be better for duck shooting to commence on September 15th instead of the 1st.

From Overseer Samuel Coulter, of Gilford, for Lake Simcoe, from the 10th Concession, Township of Innisfail, to the mouth of the Holland River.

Ducks are not very plentiful this fall. We have some partridge, about the same as usual, and some black squirrels, but rabbits seem to be more scarce. This is owing to the people in these villages keeping hounds and they are in the bush nearly all summer when they kill the young rabbits.

I have had a number of people complain about this. They think those hounds should not be let run through the swamps during the summer.

From Overseer B. A. Dusang, of Waubaushene, for Township of Freeman, Gibson, Baxter, Wood and Morrison and Severn River.

Fishing was about the same as last season. It was a very rough season for net fishing outside.

Partridge are plentiful, also ducks.

Of fur-bearing animals mink are thick, but muskrats are scarce.

Beaver are very numerous in the small inland lakes.

Deer are increasing. In Matchedash there is a pretty large herd of them. The country north of Orillia is one of the finest preserves that you could locate in Ontario.

From Overseer Charles G. Gaudaur, of Atherley, for Lake Couchiching and the waters of Lake Simcoe as far as Uptergrove.

Our native ducks such as wood ducks, black ducks and grey ducks were scarcer than last year on account of so much construction work and blasting. Fall ducks have been plentiful.

Plover, snipe, woodcock and other shore birds and water fowl show a decrease compared to other years owing to the shores being occupied by summer cottages.

Partridge show a decided increase on account of favorable weather for young birds in this locality.

Fishing in this vicinity has been good. Whitefish during the winter were plentiful and the fishermen who bob for this species of fish report good catches.

Spearing for salmon trout during February and March showed a good average.

Spring trolling for salmon trout was good and some good catches were made at the "Deep Hole" and other places. Speckled trout or brook trout were above the average in the creeks and rivers in this locality.

Fly fishing for herring during June was the sport of the season as the natural fly could be caught and used for this species of fish.

Black bass were as plentiful as in past years and some good catches were reported.

Maskinonge in Lake Couchiching and Big Mud Lake were plentiful and the anglers enjoyed some fine sport.

Pickrel at Washago during the spring were numerous. Salmon trout during October were so plentiful that trollers enjoyed a profitable sport.

Rock bass, perch, sunfish, suckers, catfish and German carp were in abundance.

Fur-bearing animals such as mink, muskrats, etc., in this vicinity are as plentiful as in other years.

Hares are quite numerous in our vicinity and the local hunter always comes home with his hunting bag well filled.

I think night line license in Lake Simcoe should be dealt with very carefully as it gives the holder of the license an open chance to handle a net if he so wishes, and it does not give an overseer a chance if he sees him out on the Lake for he will always say he was looking at his night line. You would simply have to catch him red handed.

From Overseer G. G. Green, of Bradford, for the Holland River, on the north side in Township West Gwillimbury, westward to the forks of the River.

The fishing this year was very good, particularly with the bass and maskinonge, perhaps the best in years.

Game as usual is very scarce, duck I would say not more than 300 being on the marsh.

Snipe very few owing to the high water which has driven them either away or to the high ground.

Partridge are reported about as usual, but very few are ever killed here.

Rabbits on account of the high water will be scarce.

From Overseer J. H. Laughlin, of New Lowell, for the Townships of Notawasaga, Sunnidale and Flos.

I find the game increasing.

Deer are quite plentiful also partridge. I would recommend having the open season for partridge and rabbits cover the same period. Rabbits are not so plentiful as formerly.

The fish are getting scarce in this district. There are several good trout streams but they are fished out.

I have had several applications for trappers' licenses, and would recommend that all trappers be required to take out a license. Good trappers would approve of it and it would facilitate the work of the officers of the Department in protecting fur-bearing animals.

From Overseer Robert Leadley of Barrie, for the Township of Vespra and the Town of Barrie, and over so much of the waters of Kempenfeldt Bay as lies in front of the said Town and Township, also, that portion of Kempenfeldt Bay lying in front of the Township of Oro.

The most trouble I have had has been to stop dogs running deer as there are quite a number of deer in the north west portion of the Township of Vespra.

Muskrats are fairly plentiful and do not seem to be decreasing though the Indians trap through the Township every season.

Trout and whitefish have not been as plentiful in Kempenfeldt Bay this season as in other years.

From Overseer Harry Mayor, of Painswick, for Lake Simcoe, from Lovers' Creek, near Barrie on Kempenfeldt Bay, to concession 10 of the Township of Innisfil.

In the earlier months of the year when the Lake was frozen over large quantities of whitefish were caught through the ice by means of angling, and from information gained from the fishermen I understand there is no diminution in the quantity compared with former years, but I believe the supply could be greatly increased by the introduction of a larger species of whitefish as this Lake appears to be particularly adopted for them.

There has been about the usual number of trout taken this season but there seems to be no visible increase in their number. The very wise change in the close season for trout and whitefish for Lake Simcoe to an earlier date, although made too late to be of any benefit this year, I am sure if continued will have very beneficial result.

Bass are almost a thing of the past, unless some means be devised for their protection or young fry introduced into the Lake we might as well say good-bye to this game fish and sportsman's delight.

Herring are not so numerous in this division this year but as they frequently change their runs it does not follow that they are on the decrease as I believe there is an abundance of them in the Lake.

The coarser varieties of fish seem to be on the increase.

As regards to game am pleased to report a decided increase of partridge, hares, cotton-tail rabbits and black squirrel.

Of fur-bearing animals, there seems to be an increase of raccoon and fox, but mink are scarce.

From Overseer Samuel Patterson, of Schomberg, for the Holland River, known as the north and west branches in Townships Tecumseh and West Gwillimbury.

Pickrel and maskinonge were not as numerous as in 1914, but black bass and other small fish were more plentiful.

Partridge and wild ducks are seen in greater numbers.

Black squirrel are scarce.

From Overseer Thos. W. Robinson, of Collingwood, for the Townships of Collingwood and Osprey, County of Grey, and the Townships of Nottawasaga and Sunnidale, County of Simcoe.

Whitefish were more plentiful than the salmon trout, being very much the same as last season.

Sturgeon fishing was below the average of last year.

From Overseer Adolphus Woods, of Orillia, for the Townships of Orillia and Oro.

Bass fishing in Lake Couchiching and this end of Lake Simcoe has been very poor this season. There were hardly any caught during the summer, and at the Limestone, where it is generally extra good at this season of the year, it is not worth while going at all. The blasting at the canal, I think, is responsible for this.

There are lots of rock bass and smaller fish such as perch and sun fish. Maskinonge are on the increase here. There were more taken out of Lake Couchiching than in any previous year.

Salmon trout and whitefish are quite plentiful. Trolling for trout during the last two weeks has been very good, everybody seemed to be well satisfied with what they could catch, which I believe accounts for netting not being resorted to.

The tourist season this year was not very good. Visitors seem to think there should be something done towards re-stocking our lake with bass.

Hares are increasing rapidly.

Black duck were quite plentiful at the opening of the season, and there are quite a few partridge and fall duck.

Very few mink and muskrat in this district, and practically no other fur-bearing animals.

STORMONT COUNTY.

From Overseer W. A. Anderson, of Cornwall, for the Counties of Stormont and Glengarry.

The fishing was not as good as in former years.

Ducks are on the increase.

Partridge are numerous, also black squirrels.

From Overseer John Senecal, of Cornwall, for the Counties and waters fronting the Counties of Stormont and Glengarry.

There have been more tourists this year than last.

The fish were as abundant as last year, but were harder to catch on account of the water being muddy, due to the dredging carried on in the Massina River.

Ducks are increasing.

Bush game very scarce.

Fur-bearing animals are increasing.

THUNDER BAY DISTRICT.

From Overseer L. E. Bliss, of Nepigon, for the River Nepigon, Lake Nepigon, and waters tributary to the said river and lake.

Our tourist parties this season show a decided falling off, caused no doubt by the general unsettled condition brought about by the war. The tourists that were here were one and all well satisfied with the fishing, which was splendid this season; a larger number of big fish being caught than usual.

Moose are very plentiful in the Reserve, it being no uncommon sight when going up the river to see three or four in the water.

Deer are on the increase. Up until a few years ago there were no deer in this part of the district, but they are fairly plentiful now.

Pike fishing: The men employed at this work this season accomplished wonders, as large quantities of pike and suckers were caught and destroyed. It is most noticeable now after the two seasons of pike fishing, the comparative absence of pike in the shallow grassy bays, I would very strongly recommend that these men be placed at this work next season, as it is only by keeping right at it that we can hope to overcome this detriment to the trout.

Partridge this season are not very plentiful. The wet cold spring being too much for the young birds.

Duck are plentiful, Lake Nepigon being a splendid feeding ground for them.

From Overseer Fred Gammond, of Slate River, for Townships of Neebing, Paipoonge, Pardee, Crooks, Scobie, Blake, Pearson, Gillies, Marks, and Lybster.

I find that moose and red deer are becoming very scarce, and I would like to impress upon the Department the necessity of making some alterations in the Game Laws.

Firstly, the season opens too early and is too long, and with the extension of the open season for one month in 1914, and now also for 1915, I am afraid that it means the complete extermination of the noble game throughout these townships. This has been one of the best sections, also one of the most closely hunted in the whole district owing to their close proximity to the cities of Fort William and Port Arthur and very easy of access.

Partridge and rabbits are very scarce. I have seen only four partridge and three rabbits in a trip of about one hundred miles through the woods.

Beaver are very plentiful.

Muskrats are also on the increase.

Otter, mink, fisher, marten and lynx are very scarce, and I would recommend a close season of two or three years.

From Overseer Joseph York, of Gravel Lake, for the District of Fort William.

Moose and red deer are fairly plentiful.

Partridge and rabbits are very scarce, which, in my belief, is due to the numerous packs of brush wolves. The district is overrun by them. It has been reported to me that several carcasses have been found in the bush which have been killed by brush wolves. I would strongly recommend a bounty to be put on those animals, also that the partridge season should be closed for at least three years.

VICTORIA COUNTY.

From Overseer Wm. Adair, of Norland, for Townships of Laxton, Digby, and Somerville.

Maskinonge and bass fishing was not nearly so good as previous years, owing, I think, to the very rainy season and extremely high water. Trout fishing to the north was about the same as usual.

Beaver are very plentiful owing to the long protection given them. I would say, in fact, they are becoming a nuisance and a source of damage to farmers in this district.

Otter are still increasing, while muskrat and mink are getting scarce.

Partridge are scarcer than usual, which I think would also attribute to the wet season.

There are very few ducks in this district at any time.

Deer are reported as plentiful as ever.

From Overseer J. R. Boate, of Fowler's Corners, for the Township of Emily
Angling was not as good as in 1914. The kinds of fish here are bass, maskinonge, perch, catfish, eels and sunfish.

Muskrats have been plentiful here this season, but mink are scarce.

Raccoon are more plentiful than in previous years.

Partridge more numerous than in past seasons.

From Overseer A. Bradshaw, of Lindsay, for the Townships of Mariposa and Ops.

The season of 1915 was much the same as the previous year regarding the quantity of fish and game taken in this section, with the exception that a great number of larger fish were caught at the opening of the angling season.

Bass and maskinonge are the principal game fish which are found in these waters. There is a great number of coarse fish also here, such as catfish, suckers, perch, sunfish and minnows, but with the exception of catfish the other species are only valuable as food for bass and maskinonge, although suckers are taken in spring by many who use them.

A large number of people come from the principal cities and towns of this Province, notably to Sturgeon and Scugog Lakes for the fishing season, and they are generally rewarded by good sport. This year there has been a larger number of such visitors here than usual.

The employment of special patrols resulted in the maskinonge and bass being allowed to deposit their ova in comparative safety. If the usual percentage reaches maturity it will lead to a marked increase in the number of these fine game fish.

The number of ducks was about the same as usual, though the high water during their brooding season flooded the rice beds and caused them to change their usual haunts considerably.

Partridge, plover and snipe were in goodly numbers this season.

Large numbers of mink and rats were caught by trappers in the trapping season but the prices of the skins were not as high as usual.

From Overseer C. Burtcheall, of Cobocook, for Balsam and Mud Turtle Lakes. Game and fish are not very plentiful this season.

There were not as many good catches this summer as last. Maskinonge in particular were very scarce and the bass were much smaller.

Ducks are extra scarce around here, and partridge also. The latter were beginning to increase until the last two years, but they seem to be very scarce this fall.

Mink, otter, beaver and muskrat are all very scarce, it being a rare thing to see a mink at all. I think there should be a close season of a term of three or five years.

The deer are also very thin and scarce, and, as for moose, I don't think there are any near here.

From Overseer J. J. Irwin, of Sebright, for Township of Carden.

In the canal waters carp and suckers are the principal fish, but maskinonge are increasing.

Bradford Fishing Co. shipped about twenty-six ton of carp from the Lift Lock this season.

Mink are increasing, but muskrats are not.

Ducks are very plentiful in the vicinity of the canal.

On Mud Lake angling was good for maskinonge and pickerel. Those fish are improving. Bass are not so good.

Mink and otter are about the same as formerly, but muskrats have increased in the Mud Lake district. Frogs also are more numerous.

Ducks and partridge do not show any decrease.

Deer are about the same as last year.

From Overseer C. W. Parkin, of Valentia, for Townships of Mariposa and Ops. Fishing was unusually good both for maskinonge and bass.

Nearly all winter the muskrat houses were covered with snow, which was a great protection, as poachers will not disturb them when there is a danger of being tracked. The nights were cold during the spring season, so the catches were not as large as usual.

Wild geese were seen in large numbers. As the ice did not leave the lake until April 17th, it afforded them protection.

Wild ducks are becoming more numerous every year. Except the wood duck, and they are almost extinct.

Partridge, mink and hares are on the increase.

From Overseer H. B. Parker, of Bobcaygeon, for the Township of Verulam, in the County of Victoria, and the Township of Harvey, in the County of Peterboro.

The spawning season for maskinonge and bass was very favorable, as the water was carefully handled by the different officials of the canals and waterways on this route, making it beneficial especially for the maskinonge to spawn.

The bass fishing was as good as in previous years, but maskinonge was not up to the mark. The only reason I can give is that the water in all the lakes of this district was kept high for the benefit of navigation.

The high water also drowned out the wild rice and thus ruined the feeding grounds of the different species of wild ducks, which made them very scarce this fall as they went to better feeding grounds.

The deer are very plentiful. There were not as many wolves last winter and less hunting in close season by poachers should make considerable difference.

Partridge show no signs of increasing.

Beaver are on the increase all through the north district.

Muskrat and mink are about the same as usual.

I would recommend that all trappers be licensed.

From Overseer Ira Toole, of Omemee, for the Township of Emily.

Trolling has not been nearly so good for maskinonge this year, owing, I think, to the water being very high all summer and the fish having miles of deep water instead of being confined pretty much to the channel of the river as in other years.

Bass fishing has been very good, but not many people fish for them here.

Muskrat are about as numerous as usual, holding their own pretty well, but I think it would give them a better chance if the season opened a month later, namely, January 1st.

Mink continue to be very scarce.

Black duck were fewer on account of the wild rice beds being flooded out this year. The fall ducks seem to be coming in quite plentiful for so early in the season.

Partridge are not increasing, but rabbits, snipe, plover and other small game appear to be as plentiful as they have been in years past.

WATERLOO COUNTY.

From Overseer Louis Sattler, of Berlin, for the Township of Waterloo.

Fishing along the Grand River was not good owing to the high water, due to heavy rains. The pollution of the water by the sugar factory has abated.

Partridge are reported on the increase.

Mink continue scarce.

Cotton-tail rabbits are becoming quite a nuisance.

Numerous varieties of our song birds are reported to have been observed near Berlin. Farmers claim the blackbird should receive a measure of protection as they believe it assists in destroying the army worm.

Numerous complaints have been made over careless shooting by boys. Cases are reported where human life was endangered. Two cases were reported where cattle were killed.

I am strongly of the opinion that every man that carries a gun or rifle should be compelled to take out a license. A nominal fee could be charged by the Department. This would check indiscriminate shooting and the "Game-hawks" could be more easily handled.

From Overseer Edwin F. Scherer, of New Hamburg, for the Township of Wilmot.

Black bass were not caught as freely as last year, the water was too high in the river for good fishing.

Cotton-tail rabbits are very numerous, and it would be a benefit to the farmers if the season were open one month longer.

Mink are very scarce.

Muskrats are plentiful.

Black and grey squirrels have become scarce, but now that there is a close season for three years it will give them a good chance to increase.

WELLAND COUNTY.

From Overseer Geo. J. Briggs, of Bridgeburg, for the County of Welland.

Fishing in lower end of Lake Erie and Niagara River is reported by fishermen to be the poorest in thirty years. Black bass being caught, though those caught were of fair size.

Blue pickerel and perch are very scarce.

Squirrels and pheasants are plentiful.

From Overseer A. D. Brown, of Welland, for County of Welland.

The fishing this year has been exceptionally poor, both angling and dip nets.

Muskrats have been very scarce but are becoming more plentiful. I think the Department should not allow trapping in December, as they catch too many kittens.

Mink are very scarce.

Partridge are very scarce.

Of squirrels very few are to be seen.

Cotton-tail rabbits are quite plentiful.

Quite a few duck hatched out here this year.

Wild geese are quite plentiful in some seasons in the fall and open winters in the marsh south of here.

Plover: I have heard of none this fall.

English or Mongola pheasants are getting quite plentiful.

From Overseer H. G. A. Cook, of Niagara Falls, for County of Welland.

The quantity of fish in the Welland River, the Niagara River, and the several tributary streams is fairly plentiful, and the law generally observed. I have had several complaints, but after investigation I found that the parties who made the complaints would not testify to its correctness. The same thing applies to game, and I am of the opinion that the law is not violated in very many cases. I am doing everything in my power to protect the fish and game in this district.

From Overseer James Cryslar, of Port Colborne, for the Townships of Wainfleet and Cumberstone.

Grey squirrel in this district are plentiful.

Grouse are very scarce.

Quail are scarce.

Ducks of all kinds are plentiful.

Angling was very poor this year.

English pheasants are quite plentiful in this district.

WELLINGTON.

From Overseer Colin Robertson, of Hillsburg, for Townships of Erin and West Garafraxa.

The Caledon Mountain Trout Company still own or control a large portion of the waters here. Members of the company have had a good season, and quite a large number of beautiful brook trout have been caught and taken away by the members. The company also have a hatchery here and do quite a business along that line. I believe it is a success, as they hatch large quantities of young fry, some of which are sold, and the balance are placed in the creeks leading to their ponds.

The Guelph fishing club that control one of the ponds here also report a good season.

Mink, foxes and rabbits are plentiful.

Muskrat, partridge and wild ducks are scarce. There are not many otter, beaver or large game in this section.

WENTWORTH COUNTY.

From Overseer C. J. Kerr, of Hamilton, for County of Wentworth.

The catch of whitefish and trout by the fishermen in my district shows no increase, the take and catch being about the same as last year. During November they got all the herring they could handle.

All the fishermen complain about the farmers and fruit growers throwing the prunings and limbs and brush from their orchards and vineyards over the banks into the Lake. This gets swept out by the storms and damages and destroys a lot of nets. Something should be done to stop this.

The licensing of fish peddlers and fish dealers is another question that has come to my notice. I find that the municipality here charges a license to fish peddlers and storekeepers who sell fish, also those who sell fish in the Hamilton market. This should be controlled by your Department, and then we could keep out unprincipled fish peddlers and dealers who have no respect for the law, the same as we charge a license for game dealers.

There should also be a license for fur trappers. This is the wish of most of the trappers I know.

All aliens at least should pay a fee to carry a gun. I have had about a score of applications from Italians for gun licenses. They are all willing to pay a license fee. I hope something will be done on these lines this next year. I can easily collect \$100 by this means here.

I had the usual complaints of the duck shooters fighting among themselves during the shooting season, apparently there are too many shooters who shoot every day of the season and shoot for the market. Men like this should be counted as market gunners, not as sportsmen, and should be called upon to pay a reasonable license fee, and the decoy limit from shore should be placed at sixty yards. This

would equalize things up and the poor man who can only afford a few days shooting during the season would have a chance to get a duck and not be controlled by the seigneurs.

Ducks were plentiful, but duck shooters are increasing at the same time.

All other game appears fairly plentiful.

I am pleased to say that this fall the catch and take of herring never was better, also the size of the fish show a good increase. This is owing to the cutting out of the $2\frac{3}{8}$ mesh herring nets.

YORK COUNTY.

From Overseer Albert E. Tarry, of Toronto, for Townships of Etobicoke, York and Scarboro, and for the City of Toronto.

Fishing continues to be poor as regards salmon trout and whitefish. I cannot account for the scarcity of the fish in the lake. The fishermen report that the herring is a little better this fall.

Angling is a thing of the past. There are no fish to be caught by hook and line. All the waters where angling is done are over-run by carp.

All ducks are very scarce except cowene and sawbills.

There are no muskrats to be had as their grounds have been destroyed by the harbor reclamation work.

From Overseer Robt. Tillitt, of Roach's Point, for the Township of North York.

The granting of spearing licenses was a good thing for the men that depend on fishing for a living, as they all report good catches.

Salmon are very plentiful, fishermen say they never saw them so thick as they were last winter. They can see the benefit of protecting the fish by a close season.

There was good trolling for maskinonge this summer, some very large ones being caught.

Bass were very plentiful around the islands and were larger than usual.

There are very few fur-bearing animals here.

Ducks, geese and partridge are very scarce and there are no woodcock here.

From Overseer Charles West, of Holland Landing, for Holland River in County of York.

I have every reason to believe that there has been a satisfactory increase in all kinds of game fish, especially black bass, which are becoming very numerous.

The duck shooting has been very poor so far this fall owing to the fine weather and the scarcity of feed, no rice growing here this year.

Partridge are quite numerous.

Black squirrels and rabbits are becoming more plentiful each year.

From Overseer G. W. West, of Holland Landing, for east bank of Holland River, through Township of Gwillimbury, and along the shore of Lake Simcoe, through Township of North Gwillimbury.

Maskinonge are on the increase and there has been good trolling.

Large and Small Mouth Black Bass also are increasing.

Other game fish are holding their own.

Game is quite scarce owing to the scarcity of feed and on account of the wet cold season.

Black squirrels are fairly plentiful.

Mink and muskrat are making a very good showing as far as I can see.

LIST OF GAME AND FISHERY WARDENS.

Name.	Residence.	District.
Burt, William	Simcoe	Niagara Peninsula
Chauvin, Victor	Windsor	South Western District
McDonald, Donald...	Fort William	Rainy River and Thunder Bay Districts.
Metcalf, J. H.	Kingston	Eastern District.
Parks, G. M.	North Bay	Districts of Nipissing, Sudbury and Temiskaming.
Robinson, J. T.	Sault Ste. Marie ...	Districts of Algoma and Manitoulin.
Sterling, C. N.	Kenora	District of Kenora.
Willmott, J. H.	Beaumaris	Districts of Muskoka and Parry Sound.
Young, D. D. (Col.)..	Kingston	For the Province.

LIST OF OVERSEERS.

Name.	Residence.	District.
Adair, William	Norland	Townships of Laxton, Digby and Somerville, in the County of Victoria.
Anderson, W. A. ...	Cornwall	Counties of Stormont and Glengarry, with jurisdiction over so much of the River St. Lawrence as lies in front of said counties.
Andrews, Samuel ..	Micksburg ...	For the Tps. of Bromley, Stafford, and Ross, in the County of Renfrew, with joint jurisdiction over the Tp. of Westmeath.
Armstrong, H. C. ..	Glen Ross	The Trent River, from its mouth to Chisholm's Rapids, and tributaries thereto, and to Trenton Junction.
Avery, Melzar	Sharbot Lake	Township of Oso, with joint jurisdiction over the Township of Hinchinbrook, in the County of Frontenac.
Barr, George	Harrowsmith.	Tp. Portland, in Co. Frontenac, with joint jurisdiction over Desert and Knowlton Lakes.
Beatty, John	Old Fort Midland	With jurisdiction, with other overseers, over Tps. Tay and Matchedash, Co. Simcoe.
Bemrose, John	Claude	In and for the Townships of Chinguacousy, Caledon, and Albion, in the County of Peel.
Birch, W. J.....	Delta	Upper and Lower Beverley lakes and rivers.
Bliss, L. E.	Nepigon	The River Nepigon, Lake Nepigon, and waters tributary to the said river and lake.
Blunden, H. A.	Sarnia	County Lambton, exclusive of Walpole and St. Ann's Islands.
Boate, J. R.	Fowler's Cors.	Tp. Emily, in Co. Victoria.
Boler, William	R. R. No. 2, Lambeth....	River Thames, between London and boundary line between Townships Delaware and Westminster, County of Middlesex.
Bonter, Robert	Marmora	Tp. of Marmora, County of Hastings.
Bourgon, J. B.	Rockland	County of Russell.
Boyd, J. H.	Merrickville .	Rideau River and tributaries, fronting on County of Grenville.
Boyd, W. M.	Kagawong ...	Kagawong Lake, with jurisdiction over North Channel, in vicinity of Kagawong Village.
Bradbury, J. R. ...	Blind River ..	District of Algoma.
Bradshaw, A.	Lindsay	Townships Mariposa and Ops. Co, Victoria.
Briggs, George	Bridgeburg ..	County of Welland.

LIST OF OVERSEERS.—*Continued.*

Name.	Residence.	District.
Brisbin, Angus	Picton	For the waters of Lake Ontario, fronting Tps. North and South Marysburg, including all waters surrounding islands in said townships, also Main Duck Islands, and that portion of Bay of Quinte fronting these townships, as well as the waters of the Bay of Quinte, known as Picton Harbor, in Tp. Hallowell.
Briscoe, W. L.	Killaloe Stn.	Townships of Jones, Sherwood, Hagarty, Radcliffe, Brudenell, Raglan, and Lynedoch, Co. Renfrew.
Brown, Alex.	Welland	For the County of Welland.
Brown, R. M.	Milton	Townships of Nassagaweya and Esquesing in the County of Halton.
Burke, George	Perth	For the Town of Perth, Townships of North Elmsley, Drummond, North Burgess, and the first two concessions of the Township of Bathurst, County Lanark.
Burns, D. E.	Pembroke	The waters between Allumette Rapids and Deux Joachim.
Burtcheall, C.	Coboconk	Balsam and Mud Turtle Lakes, County Victoria.
Carson, R. W.	Peterboro'	Counties Simcoe, Ontario, Victoria, Peterboro,' Durham, Northumberland, and York.
Cheer, T. H.	Brighton	For the waters of Lake Ontario, fronting Co. Northumberland, also inland waters tributary to said lake in said county.
Clark, Gordon	Westport	Township of North Crosby, in the County of Leeds, and with joint jurisdiction with any other overseer over Wolf Lake, in said Township, and the Township of Bedford, in County of Frontenac.
Clarkson, William ..	Lakehurst	West half of Township of Smith, Township of Ennismore, west half of Tp. Harvey, Tps. of Galway and Cavendish, Co. Peterboro.'
Collins, W. E.	Strathroy	Townships of Adelaide, Metcalfe, and with joint jurisdiction over Tp. Caradoc, Co. Middlesex.
Conway, Richard ..	Madawaska ..	Townships of Airy, Murchison, Sabine and Lyell, in the District of Nipissing.
Cook, H. G. A.	Niagara Falls.	County Welland.
Corsant, A.	Masonville	County Middlesex, east of boundary line between the Townships of Westminster and Delaware, London and Lobo.
Coulter, Samuel	Gilford	Lake Simcoe, from the 10th concession, Township Innisfail, to the mouth of the Holland River.

LIST OF OVERSEERS.—*Continued.*

Name.	Residence.	District.
Coultis, Chas. L.	Leamington ..	Tps. Malden, North and South Colchester, North and South Gosfield and Mersea, in the County of Essex, with jurisdiction over so much of the waters of Lake Erie as lie in front of the said Townships, but not for the Detroit River.
Covell, H. N.	Lombardy ...	Township South Elmsley, County Leeds.
Cox, Matthew	Howe Island ..	The waters of St. Lawrence River around Howe Island.
Crotty, John	Bothwell	River Thames, between Village of Wardsville and easterly limits of County of Kent, in County of Middlesex.
Crysler, James	Port Colborne	For the Townships of Wainfleet and Humberstone in the County of Welland.
Dafoe, P. W.	Napanee	Tp. Richmond, with joint jurisdiction over Tp. N. Fredericksburg, and for the waters known as Napanee River, fronting Tps. Richmond and N. Fredericksburg.
Davis, E. L.	Fort Frances.	For District of Fort Frances, County of Rainy River.
Davy, N. W.	Morrisburg ..	For the County of Dundas.
Deacon, John	Bolingbroke..	In and for the Townships of Bathurst and South Sherbrooke, in the County of Lanark, including Christy's Lake, and with joint jurisdiction over the Township of Bedford, in the County of Frontenac.
Devine, John	Renfrew	Townships, Horton, McNab, Admaston, Bagot, Blythfield, Brougham, Griffith, and Matawatchan, in the County of Renfrew.
Dine, C. W.	Kingston	For the City of Kingston and waters fronting the City of Kingston, in the County of Frontenac.
Donaldson, W. J. ..	Donaldson ...	Townships of Palmerston, Clarendon, Barrie, Miller, North Canonto, and South Canonto, electoral district of Addington.
Drew, Henry	Long Lake ...	Townships Olden and Kennebec, with joint jurisdiction over Hinchinbrooke.
Drouillard, Arsas ..	Walkerville ..	County of Essex.
Duff, R. A.	Sundridge ...	Province of Ontario.
Duncan, J. G.	Callender	Districts of Parry Sound and Nipissing, with jurisdiction on and over Lake Nipissing.
Dunk, Jno., Sr.	Kearney	Tps. Perry, Bethune, Proudfoot, and Armour, in District of Parry Sound, with jurisdiction over Parry Sound.
Dunnigan, Jerry ...	Castile	For the Township of Algona.

LIST OF OVERSEERS.—*Continued.*

Name.	Residence.	District.
Dupuis, Ferdinand .	Hawkesbury .	County of Prescott.
Dusang, B. A.	Waubauskene.	Tps. of Freeman, Gibson, Baxter, Wood and Morrison, in District of Muskoka, also over Severn River.
Edwards, Herbert .	Nairn Centre	Townships Merritt, Nairn, Lorne, Baldwin, Foster, and Goshen, in the District of Algoma, with joint jurisdiction with Overseers for Townships of Carlyle and Humboldt.
Elliott, Robt.	Port Hope ...	Tps. Hope and Cavan, in County Durham, with joint jurisdiction over County of Durham.
Fanning, Geo. H. ...	Sioux Lookout	For that portion of the Kenora District beginning at Quibell and east to the boundary line between the Districts of Kenora and Thunder Bay.
Featherstone, John	Renwick	Townships Romney, East Tilbury and Raleigh, in Co. Kent.
Findley, James	Richmond ...	For the Tp. of Goulburn, the westerly part of Nepean Tp., and that part of the Tp. of Marlborough adjacent to the Tp. of Goulburn.
Fitzsimon, Chas. ...	SaultSte.Marie	The Province of Ontario.
Fleming, E.	Hastings	Village of Hastings.
Fleming, John	Newboro'	Cos. Leeds, Frontenac, Lennox and Addington, Hastings, Prince Edward, Northumberland, Lanark, Carleton, Russel, Prescott, Gengarry, Stormont, Dundas and Grenville.
Floyd, John	Nipissing	For Lake Nipissing in the vicinity of Nipissing Village.
Forsyth, John	Bridgenorth..	The waters of Chemong Lake and Lovesick Lake.
Fox, Eben R.	Northport ...	For that portion of the Bay of Quinte fronting Township Ameliasburg, east of Belleville Bridge, and also Township Sophiasburg, and over all the inland waters within Township Sophiasburg, and with joint jurisdiction, with any other overseer, over all inland waters in Township of Ameliasburg.
Fraser, J. A.	Prescott	St. Lawrence River, from the head of Cardinal Rapids west to Union Park.
Gates, George	Kingston	Rideau waters between Kingston Mills and Brewer's Mills, with joint jurisdiction over the Rideau waters between Kingston Mills and the River St. Lawrence.
Gaudaur, C. G.	Atherley	Lake Couchiching and the waters of Lake Simcoe as far as Uptergrove, with joint jurisdiction over Mud Lake, in the County of Ontario.

LIST OF OVERSEERS.—*Continued.*

Name.	Residence.	District.
Gault, T. G.	Deseronto....	Bay of Quinte, East Riding County of Hastings, and for Moira River and other waters in said riding.
Gillespie, G.	Brechin	Lake Simcoe and tributaries fronting Tp. Mara, in Co. Simcoe.
Gillespie, James ...	Berkeley	Electoral District of Centre Grey and for Township of Glenelg in South Grey.
Green, Adam	R.R. No. 2, Kinburn	Townships Huntley and Fitzroy, County Carleton.
Green, Geo. G.	Bradford	Holland River, on the north side in Township West Gwillimbury, westward to the forks of the river in County Simcoe.
Gurren, Geo. H. ...	Sandhurst ...	Townships of Ernestown and South Fredericksburg fronting Lake Ontario and the Bay of Quinte, but not Hay Bay, and with joint jurisdiction with any other Overseer or Overseers who have been or may hereafter be appointed over any of the townships fronting those waters in the County of Lennox.
Haggerty, John ...	Gilmour P.O. .	Tps. Grimsthorpe and Cashel, in Co. Hastings, and with joint jurisdiction over Tps. Tudor, Lake, Wollaston, Limerick, Faraday, Dungannon, and Mayo, in said Co.
Hall, Andrew	Gore Bay	West end of Manitoulin Island, including the Tps. of Gordon and Mills, in the District of Manitoulin.
Halward, Chas.	Cannington ..	Beaver River, running through the Townships of Brock and Thorah, and the Village of Sunderland and Cannington, in the County of Ontario.
Hanes, F. A.	Huntsville ...	Townships Stephenson, Stisted, Chaffey, Sinclair, and Brunel, in District of Muskoka.
Harrison, W. H.	Port Credit ..	For the waters of Lake Ontario fronting on the County of Peel and for the Rivers Credit and Etobicoke, tributary to the said Lake.
Hayes, Henry	Murray	Bay of Quinte, as lies in front of the East Riding of Northumberland, for that portion of the River Trent lying between the Townships of Sidney and the Bay of Quinte, and for the inland waters of the Townships of Murray, Dryden, Cramahe and Haldimand.
Hembruff, Jos.	Manitowaning.	Lake Manitou, on Manitoulin Island, and the streams tributary thereto.
Henderson, H. A....	Pelee Island ..	For Pelee Island and the other islands in Lake Erie, south of the county of Essex.
Hess, James	Hastings	Trent River and tributaries in County Northumberland, from Trent Bridge to Rice Lake.

LIST OF OVERSEERS.—*Continued.*

Name.	Residence.	District.
Holliday, Henry ...	Wolfe Island..	Township of Wolfe Island and for the islands of Simcoe, Garden and Horseshoe, and any other islands comprised in the Township of Wolfe Island.
Hood, Geo., Sr.	Scugog.....	For the Township of Reach, in the County of Ontario, and for the Township of Mariposa, in the County of Victoria, and over so much of the waters of Lake Scugog as lies in front of the said townships, and for the westerly half of Scugog Island, and over the waters of Lake Scugog fronting thereon.
Hornsby, T. J.	Penetang	Tps. Matchedash, Tay, Medonte, Tiny, Flos, Sunnidale, and Nottawasaga, in the County of Simcoe, and over Christian, Bethwick, and Giant's Tomb Island.
Huff, Frank	West Lake ..	For the waters of Lake Ontario fronting the Townships of Hallowell and Athol, also for the Village of Wellington, in the Township of Hillier, and for the inland lakes and streams in the said Townships of Hallowell and Athol.
Huffman, E. M. ...	Napanee	Tps. N. Fredericksburg, Adolphustown, and S. Fredericksburg, fronting on Hay Bay and Bay of Quinte as far as Cole's Point, but not including the Napanee River, in the County of Lennox.
Irish, John E.	Vennachar ...	Tps. of Anglesea, Effingham, Ashley, Denbigh and Abinger, in the County of Addington.
Irwin, David	Little Current	In and for that portion of the District of Algoma lying east of the Village of Algoma Mills, and for Cockburn and Manitoulin Islands, and in and over the waters that lie in front of the said District and which surround the said islands, and with joint jurisdiction with any other overseer who has been or may hereafter be appointed.
Irwin, J. J.	Sebright	Township Carden, in County Victoria, with jurisdiction over Mud Lake, in County Victoria.
Jackson, W. W. ...	St. George ...	South Dumfries, lying south of the Grand River, in the County of Brant.
Jickling, Chas.	St. Paul's Stn..	County Perth and for Townships East Nissouri and East and West Zorra, in County Oxford.
Johnson, Henry ...	Brantford	That part of Grand River lying between the southerly boundary of Town of Galt and the boundary line between Tuscarora and Onondaga Townships in County Brant and the Townships of Seneca and Oneida in Haldimand County; also concurrent jurisdiction with Overseer Kern over tributaries to the Grand River in Burford, Oakland, and Brantford Townships west of Grand River.

LIST OF OVERSEERS.—*Continued.*

Name.	Residence.	District.
Johnston, James....	Orangeville ..	Townships of Caledon and Albion, in the County of Peel.
Johnston, Thos. H....	Royston	Townships of Lount, Machar, Laurier, Croft, Chapman, Strong, Jolly, Spence, Ryerson, Armour, Proudfoot, Monteith, McMurrich, Perry and Bethune, District of Parry Sound.
Johnston, W. H. ...	Harwood	Rice Lake, in the Townships of Hamilton and Alnwick, County Northumberland.
Jones, John	Fenelon Falls	For the north end of Sturgeon Lake, and Cameron Lake to Rosedale Locks, Burnt River and Rosedale River, in the County of Victoria.
Jury, R. E.	London	For the City of London, with joint jurisdiction over the County of Middlesex, with any other Overseer or Overseers who have been or may hereafter be appointed.
Kehoe, D.	Millarton	That portion of County Bruce lying south of Indian Reserve and Township of Amabel, with jurisdiction over Lake Huron in front of said county, south of Southampton.
Kennedy, J. A.	Tichborne	Eagle Lake, in the Townships of Hinchinbrooke and Bedford, and with joint jurisdiction over the Township of Bedford, in the County of Frontenac.
Kent, A. J.	Bewdley	Rice Lake, from Ley's Point on the south shore of said lake around the head of lake to Barnard's Bay on the north shore of Rice Lake.
Kent, Percy	Kentvale	For the whole of St. Joseph's Island.
Kern, Jacob	Burford	County of Brant, comprising Townships of Burford, Oakland and Brantford, west of Grand River, but exclusive of said river.
Kerr, C. J.	Hamilton	County of Wentworth.
Laframboise, Remi..	Canard River	Detroit River, fronting Townships of Sandwich, West Anderdon and Malden, and also Canadian islands in said river, County Essex.
Lake, Atchinson....	Inverary	Tp. Storrington, including Rideau waters from Brewer's Mills to south limit of the Township, with jurisdiction over all of Loughboro Lake and the Lakes in the Township of Storrington.
Lambkin, Richard...	Loring	Townships of Harrison, Burton, McKenzie, Ferrie, Wallbridge, Brown, Wilson, Mills, Pringle, Gurd, Himsforth, Nipissing, Patterson, Hardy, McConkey, Blair, and Mowat, in the District of Parry Sound.

LIST OF OVERSEERS.—*Continued.*

Name.	Residence.	District.
Lane, James E.	Wellington ...	For the waters of Lake Ontario fronting the Tps. of Hallowell and Athol, also for the Village of Wellington, in the Tp. of Hillier, and for the inland lakes and streams in the said Tps. of Hallowell and Athol.
Laughlin, J. H.	New Lowell ..	Townships of Nottawasaga, Sunnidale and Flos, in County Simcoe, with joint jurisdiction over the Township of Vespra in said county.
Leadley, Robt.	Barrie	For the Township of Vespra and the Town of Barrie, in the County of Simcoe, and over so much of the waters of Kempenfeldt Bay as lies in front of the said town and township; also, that portion of Kempenfeldt Bay lying in front of the Township of Oro.
Lean, Wellington ...	Apsley	Townships of Anstruther and Chandos, County of Peterboro.
Lee, James W.	Wellandport ..	In and for the Townships of Moulton, Sherbrooke and Wainfleet, in the Electoral District of Monck, with jurisdiction over so much of the waters of Lake Erie as lies in front of said townships.
Lewis, James	Sheguiandah..	North Channel of Lake Huron, from the Soo to the Bustards.
Little, Richard	Wallaceburg ..	County of Kent, fronting on Lake St. Clair, exclusive of Dover West Township, also Walpole and Ste. Anne's Islands, County Lambton.
Loucks, John.....	Dorset	For the Townships of Maclean, Ridout, Franklin and Brunel, in the District of Muskoka and Townships of McClintock, Livingstone, Sherbourne and Havelock, in the District of Haliburton (in the County of Muskoka.)
Loveday, E. T.	Ottawa	In and for the Townships of Nepean, Gloucester, North Gower and Osgoode, in the County of Carleton, with jurisdiction over so much of the River Ottawa and the River Rideau and the Rideau Canal as lies in front or within said Townships, and over the tributaries to the said rivers and canals.
McAllister, J. R. ...	Gore's Landing	Rice Lake, between Jubilee Point, and Lower Close's Point and the waters tributary thereto, in the Townships of Hamilton and Alnwick, County of Northumberland.
McArthur, John	Ice Lake	Tp. of Allan, in the District of Manitoulin.
McCaw, James	Bancroft	Townships Faraday, Dungannon and Herschell, in the County of Hastings.
McClennan, Kenneth.	Aylmer	Townships of Yarmouth, Malahide and Bayham, with jurisdiction over so much of the waters of Lake Erie as lies in front of the said township and the tributaries thereto.

LIST OF OVERSEERS.—*Continued.*

Name.	Residence.	District.
McDonald, Hector..	Beaverton ...	Waters of Lake Simcoe and tributaries thereto fronting the Tp. of Thorah, in the County of Ontario.
McFarlane, J. S.	Keene	Townships Otonabee and Asphodel, in Co. Peterboro, with jurisdiction over so much of Rice Lake as lies in front of said townships, and joint jurisdiction over said Lake.
McGowan, John	Tweed	For the Townships of Hungerford and Huntingdon, in the County of Hastings.
McGuire, J.	Jones Falls ..	Rideau River, fronting on the Township of South Crosby, County of Leeds, with jurisdiction as far as Kingston Mills, and also over Crippen Lake, in Leeds Township.
McKenny, Thos.	Thornbury ..	Co. Grey, exclusive of the Tps. of Proton, Egremont and Normanby, with jurisdiction over so much of the waters of the Georgian Bay as lies in front of said county.
McKibbin, H. A. ...	Port Arthur..	In and for the District of Thunder Bay.
McMurray, R.	Bayfield	County of Huron.
McPhee, D.	Uptergrove ..	Lake Simcoe, fronting on Township of Mara and the tributaries thereto, and for Mud Lake in the Townships of Mara and Carden.
McQuatt, Wm.	Macdonald's Corners ...	In and for the Townships of Dalhousie and North Sherbrooke.
McVittie, James	Blenheim.....	Townships Orford, Howard and Harwich, Co. Kent.
Major, William	Woodlawn....	Townships of March and Torbolton, County Carleton.
Mansfield, Thomas .	Pickering....	Electoral District of South Ontario, exclusive of the Township of Reach.
Marsh, Thomas	Collins Bay...	For the Township of Kingston in the County of Frontenac.
May, J. C.	St. Catharines	County of Lincoln and over so much of the waters of Lake Ontario as lies in front of the said county, and with jurisdiction over the Niagara River between its mouth and the Falls.
Maybee, Manly	Cameron P.O..	Sturgeon Lake, beginning at Day's Landing and running south for five miles, including McLaren's Creek, Sturgeon Point and Pleasant Point in Co. Victoria.
Mayor, Harry	Painswick....	Lake Simcoe, from Lovers' Creek, near Barrie, on Kempenfeldt Bay, to concession 10 of the Township of Innisfil.

LIST OF OVERSEERS.—*Continued.*

Name.	Residence.	District.
Melville, Henry	Havelock.....	Townships of Belmont and Bethuen, County Peterborough.
Meneilly, F. H.	Warkworth ..	River Trent and tributaries, in Co. Northumberland, from Percy Boom to Campbellford Bridge.
Moffatt, George	Glencross	Townships of Mulmur, Mono and East Garafraxa.
Moore, F. J.	Lakefield	Townships of Douro, Dummer, east part of Smith, Tp. of Burleigh and east half of Harvey, Co. Peterboro.'
Moore, James A. ...	Trenton	That portion of Co. Hastings fronting Bay of Quinte from City of Belleville west to the Trent River as far as Trenton Junction, with joint jurisdictions over the waters of the Bay of Quinte between bridge at Belleville and Murray Canal and also Weller's Bay.
Morton, John	St. Ola	Townships Limerick, Tudor, Wollaston, Cashel Lake and Grimsthorpe, County Hastings.
Muncer, W. G.	Minaki	For that portion of the Kenora District between Quibell and the boundary line between the Province of Ontario and the Province of Manitoba.
Myers, James	Holstein	Townships of Proton, Egremont and Normanby, County Grey, and Townships Minto, Arthur and West Luther, County Wellington.
Parker, H. B.	Bobcaygeon .	In and for the Township of Verulam, in the County of Victoria and the Tp. of Harvey, in the County of Peterboro.'
Parkin, C. W.	Valentia	Townships Mariposa and Ops, County Victoria.
Patterson, Archibald.	Bothwell	For that portion of the River Thames lying between the Village of Louisville and the easterly limits of Kent County, with jurisdiction over any waters flowing into the Thames between the aforesaid limits, in the County of Ken.
Patterson, S.	Dunkerron ..	Holland River known as the north and west branches in Tps. Tecumseh, and West Gwillimbury, in Co. Simcoe.
Peltier, George	Dover South .	River Thames from Lewisville to its mouth, also the tributaries of said river between these points; also the Township of Dover West, County Kent.
Pepper, Wm.	Lanark	Townships Drummond, Lanark, Darling, and Lavant, in Co. Lanark, with joint jurisdiction over waters in Tp. Drummond.

LIST OF OVERSEERS.—*Continued.*

Name	Residence.	District.
Phillips, J. H.	Smith's Falls.	County Frontenac lying north of the Townships of Kingston and Pittsburg, the Townships of North and South Crosby, Bastard, South Elmsley and Kitley, County of Leeds, and the County of Lanark.
Pickell, S. G.	Oshawa	Co. Durham, with jurisdiction over so much of the waters of Lake Ontario as lies in front of said county.
Purcell, H. R.	Colebrook	Townships Camden and Sheffield, the County Addington.
Pyette, David	Tehkumah ...	Manitoulin Island, in Lake Huron.
Ramesbottom, John	Little Current	District of Manitoulin.
Reid, H. W.	Parry Sound	Townships Shawanaga, Ferguson, Carling, McDougall, McKellar, Christie, Foley, Parry Island, Cowper, and Conger.
Rivet, Jos.	Sturgeon Falls	That portion of the District of Nipissing lying west and north of the Townships of Widdifield, Merrick, Stewart and Osborne, exclusive of Lake Timiskaming and its tributaries.
Robinson, T. W. ...	Collingwood .	Townships Collingwood and Osprey, County of Grey, and the Townships of Nottawasaga and Sunnidale, County of Simcoe.
Robinson, Wm.	Kilworthy ...	Severn River and Sparrow Lake.
Sargent, W. J.	Bronte	County of Halton.
Sattler, Louis	Berlin	For the Township of Waterloo.
Scherer, Edwin F...	New Hamburg	Township of Wilmot, in the County of Waterloo.
Senecal, John	Stormont	The counties and waters fronting the Counties of Stormont and Glengarry in the Province of Ontario, and with joint jurisdiction with any other Overseer or Overseers in the County of Dundas, in the Province of Ontario.
Shappee, James.....	Sault Ste. Marie.....	For electoral district of Sault Ste. Marie
Shearer, Amos	Roseneath ...	That portion of Rice Lake in the Townships of Hamilton and Alnwick, between Rock Island and Webb's Landing, with waters tributary thereto.
Sills, Edward	Sydenham....	For all the Lakes of the Townships of Loughboro, with the exception of Loughboro Lake.
Small, John	Grand Valley.	Townships of Melanethon, Amaranth and East Luther, County Dufferin.
Smith, J. S.	Port Rowan ..	For the County of Norfolk.

LIST OF OVERSEERS.—*Continued.*

Name	Residence.	District.
Smith, William	Gravenhurst ..	Lakes Muskoka, Rosseau and Joseph, in the Districts of Parry Sound and Muskoka.
Spence, William ...	Athens.....	Charlestown Lake and its tributaries, County Leeds.
Stanzel, Fred.	Carleton Place	Townships Beckwith, Drummond, Ramsay and Pakenham in County Lanark, and Townships Fitzroy, Huntley and Goulbourn in County Carleton, with joint jurisdiction over the waters of the Township Drummond with any other overseer.
Stead, R. J.	Warton.....	For that portion of the County of Bruce fronting on Georgian Bay and lying East and South of Tobermory Harbour, but exclusive of the said Harbour and extending South to the Town.
St. Charles, C.	Madoc	Townships Madoc and Huntingdon, County Hastings.
Stewart, Jas. H. ...	Brockville ...	Townships of Elizabethtown and the front of Escott and Yonge, in the County of Leeds.
Stuart, D.	Codrington ..	Trent River and tributaries, County of Northumberland, from Chisholm's Rapids to Percy Boom.
Tarry, A. E.	Toronto	Townships of Etobicoke, York and Scarboro, and for the City of Toronto, in the County of York, with jurisdiction over the inland waters of said townships, and also over Toronto and Ashbridge's Bays, and so much of the waters of Lake Ontario as lies in front of the County of York.
Taylor, Oliver	Niagara-on-the-Lake	Niagara River, between Niagara Falls and the mouth of the river.
Temple, Jas. M. ...	Dorchester Stn	Thames River, easterly to boundary line between Oxford and Middlesex, and joint jurisdiction over Oxford.
Thompson, W. H. ...	Bailieboro ...	The Otonabee River, from Bensfort Bridge to Rice Lake.
Tillett, R. ...	Roach's Point.	North York, with jurisdiction over Holland River and that portion of Lake Simcoe lying in front of North Gwillimbury and Georgina Townships.
Timlin, M.	Atherley	Lake Couchiching and tributaries fronting Townships Mara and Rama.
Toner, George	Gananoque ..	River St. Lawrence, from head of Howe Island to Union Park, and with joint jurisdiction with any other overseer or overseers over the Gananoque River from Gananoque to Marble Rock.

LIST OF OVERSEERS.—*Continued.*

Name	Residence.	District.
Toole, Ira	Omemee	Township of Emily, County of Victoria.
Townsend, J.	Lyndhurst....	Lyndhurst waters south of Lyndhurst; also South and Gananoque Lakes.
Traves, J. A., Sr. ...	Fraserburg ...	For the District of Muskoka, with joint jurisdiction with any Game and Fisheries overseers who have been or may be appointed over the District of Parry Sound.
Trelford, John	Southampton ..	That portion of the County of Bruce fronting on Lake Huron, and lying between the Town of Southampton and Tobermory Harbor, both inclusive.
Truelove, Wm.	Fermoy.....	The waters in the Tp. of Bedford, in County of Frontenac.
Twamley, C.	Cavan	Townships Cavan and Manvers, Co. Durham.
Vokes, James	Nanticoke	For the Townships Walpole, Rainham, South Cayuga, and Dunn, in Co. Haldimand, and the waters of the Grand River, fronting the Townships of Oneida, Seneca, S. Cayuga, N. Cayuga, Canborough, and Dunn.
Watson, Hy.	Toronto	Province of Ontario.
Watson, J.	Cæsarea	Townships of Cartwright and Manvers, the waters of Lake Scugog, fronting on said townships and the waters tributary to said lake.
Watt, John	Peterboro	For that portion of the River Otonabee and tributaries between Lakefield and Bensfort Bridge.
West, Charles	Holland Ldg..	Joint jurisdiction along the east bank of the Holland River, through the Township of East Gwillimbury and along the shore of Lake Simcoe, through Township of North Gwillimbury, in the County of York.
West, Geo. W.	Holland Ldg..	With joint jurisdiction along east bank of Holland River, through Township of Gwillimbury, and along the shore of Lake Simcoe, through Township of North Gwillimbury, in the County of York.
White, J. M.	Walkerton....	For the Townships of Brant and Greenock, in the County of Bruce.
Wight, J. R.	Newboro	Rideau waters, between Chaffeys Lock and Newboro, including Indian Benson, Mosquito, Clear, Mud and Loon Lakes, and also the Upper Rideau, with jurisdiction over the inland lakes and streams between these two points in the vicinity of the Rideau waters.
Wilson, A. H. G. ...	Eganville	Townships S. Algona, N. Algona, Wilberforce, Grattan, and Sebastopol, in Co. Renfrew.

LIST OF OVERSEERS.—*Continued.*

Name	Residence.	District.
Wood, Adolphus.....	Orillia	In and for the Townships of Orillia and also in the County of Simcoe and over so much of Shingle and Carthew Bays and Lake Couchiching and Simcoe as lies in front of said Townships, with joint jurisdiction over the said Bays and Lake and over the River Severn, with any other Overseer.
Wootton, E. A.	Maynooth	Townships of Bangor, Wicklow and McClure, in County Hastings.
Wormworth, F. L. .	Arden	Townships Kennebec and Barrie, Co. Frontenac.
Young, William	Cloyne	Tps. of Kaladar and Barrie, in the County of Addington, and with joint jurisdiction over the Townships of Anglesea and Effingham.
York, Joseph.....	Gravel Lake..	For the District of Fort William.

STATEMENT of Revenue received from Game and Fisheries during the year ended
Oct. 31st, 1915.

GAME.	\$ c.	\$ c.
Trappers' Licenses	50 00	
Non-resident Licenses	5,800 00	
Resident Deer Licenses	27,250 08	
Resident Moose Licenses	8,345 00	
Game and Fur Dealers' Licenses	1,816 45	
Hotel and Restaurant Licenses	310 00	
Cold Storage Licenses	275 00	
Guides' Licenses	1,463 00	
Fines	5,647 65	
Sales	1,999 50	
Total Game		52,956 68

FISHERIES.

District.	Name of Overseer.	Amount.	Total.
		\$ c.	\$ c.
Kenora and Rainy River District	Davis, E. L.	1,096 00	
	Fanning, Geo. H.	15 70	
	Muncer, W. G.	378 25	
	Sterling, C. N.	2,665 00	
	Young, Col. D. D.	58 00	
			4,212 95
River Nepigon	Bliss, L. E.	957 00	
			957 00
Lake Superior	Armstrong, H. C.	13 50	
	Fitzsimmon, Chas.	90 00	
	McDonald, Donald	1,335 72	
	Robinson, J. T.	2,651 00	
	Wright, Samuel	4,831 40	
			8,921 62
Lake Huron (North Channel)	Boyd, Wm. M.	175 00	
	Bradbury, J. R.	3,086 00	
	Hall, A.	10 00	
	Hembruff, Jos.	84 00	
	Irwin, David	7,102 65	
	Ramesbottom, John	467 00	
			10,924 65
Georgian Bay	Best, G. S.	12 00	
	Dusang, B. A.	466 00	
	Ely, R. A.	401 33	
	Farnsworth, H.	8 00	
	Hornsby, Thos. H.	208 00	
	Jermyn, J. W.	283 00	
	Knight, Mrs. Chas.	44 00	
	Lamorandiere, P. R.	10 00	
	Lewis, Jas.	302 34	
	McKenny, Thos.	761 00	
	Oldfield, Miss E.	26 00	
	Robinson, Thos. W.	352 15	
	Reid, H. W.	1,529 00	
	Roderich, J. D.	6 00	
	Reid, C. R.	50 00	
	Watts, Murdoch.	610 00	
	Stead, J.	412 00	
	Wood, P. V.	146 00	
			5,626 82
	Carried forward .		30,643 04

STATEMENT of Revenue received—Continued.

District.	Name of Overseer.	Amount.	Total.
	<i>Brought forward</i>	\$ c.	\$ c.
Lake Huron (proper) and River St. Clair.	Blunden, H. A	3,320 00	30,643 04
	Karr, Richard	18 00	
	Kehoe, D.	228 00	
	McMurray, Robert	770 00	
	Trelford, John	1,580 00	
Lake St. Clair, River Thames and Detroit River	Campbell, J. D.	18 00	5,916 00
	Chauvin, Victor	932 42	
	Crotty, John	13 00	
	Little, Richard	1,677 00	
	Laframboise, Remi	463 00	
	Patterson, H. A.	52 00	
	Peltier, George	774 00	
Lake Erie, and Grand River and Niagara River	Briggs, George	1,671 50	3,929 42
	Brown, Alex	54 00	
	Buckley, Geo. E.	132 00	
	Burt, Dr. Wm.	285 00	
	Coultis, Chas. L.	9,825 00	
	Crysler, Jas.	18 00	
	Drouillard, A.	1,355 00	
	Eyers, Jacob	12 00	
	Featherstone, John	5,025 00	
	Greenwood, T. D.	117 00	
	Henderson, H. A.	3,242 00	
	Hutchinson, Jas.	14 00	
	Johnson, Henry	10 00	
	Lee, J. W.	1,245 00	
	McClennan, K.	6,932 00	
	McVittie, Jas.	4,625 00	
	Phemister, George	384 00	
	Prescott, W. B.	32 00	
	Schliehauf, A.	4,421 81	
	Smith, J. S.	5,381 00	
	Vokes, Jas.	4,490 00	
Lake Ontario and Bay of Quinte	Beatty, Samuel	10 00	49,271 31
	Beer, G. S.	6 00	
	Brisbin, Angus	1,182 00	
	Cheer, Thos	383 00	
	Dafoe, P. W.	223 00	
	Elliott, Robt.	45 00	
	Fox, E. R.	962 00	
	Gault, Thos	647 00	
	Grundy, W.	30 00	
	Hayes, Henry	250 00	
	Higginbottom, F. V.	140 00	
	Holliday, Henry	1,135 00	
	Huffman, E. M.	1,072 00	
	Hunter, Capt. A.	496 00	
	Huff, Frank	374 00	
	Kerr, C. J.	555 00	
	Lane, Jas. E.	678 00	
	May, J. C.	602 00	
	Mansfield, Thos	37 00	
	Moffatt, W. J.	142 00	
	Moore, J. A.	208 00	
	Morgan, H. A.	116 00	
	<i>Carried forward</i>	9,293 00	89,759 77

STATEMENT of Revenue received—Continued.

District.	Name of Overseer.	Amount.	Total.
		\$ c.	\$ c.
	<i>Brought forward .</i>	9,293 77	89,759 77
Lake Ontario and Bay of Quinte—Con.	McCallum, H.....	74 00	
	Pickell, G. S.....	18 00	
	Reeves, H. J.....	164 00	
	Sargant, Wm.....	501 00	
	Tarry, E. A.....	314 00	
	Taylor, Oliver.....	159 00	
	Titus, E. A.....	220 00	
	Walker, R. J.....	75 00	
	Watson, John.....	8 00	
	Waddell, R.....	100 20	
	Walker, A. R.....	10 00	
	Woodruff, W. D.....	140 00	
			11,076 20
Counties Addington, Carleton, Frontenac, Grenville, Lanark, Leeds, Lennox, Prescott, Renfrew and Russell	Avery, Melzar	90 00	
	Barr, George.....	35 00	
	Birch, W. J.....	69 00	
	Bourgon, J. B.....	108 00	
	Briscoe, W. L.....	7 00	
	Burke, Geo.....	20 00	
	Burns, D. E.....	12 00	
	Clark, Gordon	174 00	
	Clark, G. T.....	14 00	
	Cox, Matthew	80 00	
	Covell, H. N.....	2 00	
	Dupuis, F.....	105 00	
	Dine, C. W.....	398 40	
	Drew, Henry.....	22 00	
	Duff, R. A.....	2 00	
	Deacon, E.....	49 00	
	Fleming, John	35 00	
	Gates, Geo.....	230 00	
	Kennedy, J. A.....	153 00	
	Lake, Atchinson	351 00	
	Loveday, E. T.....	66 50	
	Marsh, Thos.....	91 00	
	Mallett, W. H.....	8 00	
	Montgomery, J. S.....	8 00	
	McGuire, John	709 00	
	McLaughlin, J. H.....	1 00	
	Phillips, J. H.....	357 00	
	Purcell, H. R.....	18 50	
	Sills, Edward	18 00	
	Smith, Wm.....	210 00	
	Spence, Wm	175 00	
	Stewart, J. H.	14 50	
	Townsend, Jas	348 00	
	Truelove, Wm.....	76 00	
	Toner, George.....	1,228 00	
	Trousdale, Thos	13 00	
	Wight, J. R.....	522 00	
	Wilson, A. G. H.....	1 00	
	Wormwith, F. L.....	15 00	
	Young, Wm.....	2 00	
			5,837 90
Northumberland, Peterboro', Victoria and other inland Counties.....	Adair, Wm.....	25 00	
	Barber, H. R.....	2 50	
	Blea, D.	2 00	
	Bonter, Robt.	2 00	
	Boyd, J. H.	33 00	
	<i>Carried forward ..</i>	64 50	106,673 87

STATEMENT of Revenue received—Continued.

District.	Name of Overseer.	Amount.	Total.
		\$ c.	\$ c.
Northumberland, etc.—Continued.....	<i>Brought forward</i> .	64 50	106,673 87
	Bradshaw, A.	18 00	
	urtcheall, C.	56 00	
	Bennett, E. C.	30 00	
	Carson, R. W.	164 00	
	Clarkson, Wm.	284 00	
	Crump, C. J. C.	12 00	
	Dunk, John.	8 00	
	Dixon, John.	59 61	
	Edwards, Herbert.	4 00	
	Forsythe, J. H.	58 00	
	Fenton, M. H.	154 00	
	Fraser, Jas. A.	2 00	
	Gurren, Geo. H.	1,085 00	
	Goldie, W. D.	8 00	
	Green, R. J.	12 00	
	Gunther, W. F.	2 00	
	Haggerty, John.	30 00	
	Hanes, F. A.	58 00	
	Hess, Jas.	9 50	
	Irwin, J. J.	23 00	
	Jones, John.	106 00	
	Johnson, W. H.	44 00	
	Johnston, Thos.	48 00	
	Jackson, W. W.	25 00	
	Kearns, W. S.	826 00	
	Kellar, Rod.	54 00	
	Killen, Wm.	36 00	
	Kent, A. J.	6 00	
	Lambkin, R.	14 00	
	Lockman, E. W.	128 00	
	McFarlane, John.	11 00	
	McAllister, J. R.	74 00	
	Melville, Henry.	2 00	
	Moore, F. J.	402 00	
	Morton, J. W.	34 00	
	McCaw, Jas.	2 00	
	McGowan, J. W.	25 00	
	McMillan, A.	2 00	
	McMillan, J. C.	4 00	
	Parker, H. B.	372 00	
	Roach, H. W.	16 00	
	Riendeau, A. L.	20 00	
	Rice, M. A.	8 00	
	Sherer, Amos.	2 00	
	Stinson, F. S.	54 00	
	Smith, W. J.	4 00	
	Thompson, W. H.	27 00	
	Toole, Ira.	27 00	
	Watt, John.	60 00	
	Widdup, J. W.	20 00	
	Willmott, J. H.	106 00	
	Wootton, E. A.	14 00	
River St. Lawrence.....	Anderson, Wm.	10 00	4,714 61
	Senecal, John.	125 00	
	Stewart, Capt. Jas.	174 00	
Lakes Couchiching, Simcoe and Sparrow.	Coulter, Samuel.	148 00	309 00
	Gaudaur, C. C.	48 00	
	Gillespie, Gilbert.	8 00	
	<i>Carried forward</i> ..	204 00	111,697 48

STATEMENT of Revenue received.—Continued.

District.	Name of Overseer.	Amount.	Total.
	<i>Brought forward .</i>	\$ c. 204 00	\$ c. 111,697 48
Lakes Couchiching, etc.—Continued.. . . .	Green, Geo. G.	25 00	
	Leadley, Robert	22 00	
	McDonald, Hector.....	102 00	
	McPhee, Donald	36 00	
	McGinn, Wm.....	25 00	
	Robinson, Wm.	266 00	
	Spencer, John	25 00	
	Timlin, M.	20 00	
	Tillett, Robert	201 50	
	West, G. W.	50 00	
	Wood, Adolph	16 00	
			992 50
Nipissing.....	Duncan, J. G.....	10 00	
	Elder, W. A.	20 00	
	Hudson, C. E.....	470 00	
	Kent, Percy.....	26 00	
	Myers, James	2 00	
	Parks, Geo. M.....	501 00	
	Parliament, W. C.....	30 00	
	Rivet, Jos.	12 00	
	Woods, Harry	220 00	
		1,291 00	
Rondeau Provincial Park		1,602 46	
Unclassified.....		223 35	
Total Fisheries		115,806 79	
Grand Total.....			\$168,763 47

WATERS STOCKED FROM 1901 TO 1915, WITH THE NUMBER AND KINDS OF
FISH PLANTED IN EACH.

1901.

Waters stocked.	Species.	Number.
Muskoka Lake	Bass	1,205
Lake Rosseau	Bass	700
Lake Joseph	Bass	1,052
Fairy and Vernon Lakes	Bass	244
Lake of Bays	Bass	693
Thames River at Ingersoll	Bass	225
Thames River at Woodstock	Bass	225
Bear Creek at Strathroy	Bass	396
Thames River at Dorchester	Bass	696
Lake Couchiching	Bass	436
Stoney Lake	Bass	751
Lake Simcoe at Jackson's Point	Bass	603
Holland River	Bass	387
Golden Lake	Bass	372
Severn River	Bass	526
Grand River at Cayuga	Bass	400
Grand River at Brantford	Bass	274
Kempenfeldt Bay	Bass	300
		9,841

1902.

Waters stocked.	Species.	Number.
Muskoka Lake	Bass	246
Lake Joseph	Bass	256
Lake Rosseau	Bass	227
Lake Couchiching	Bass	285
Bear Creek at Strathroy	Bass	395
Stoney Lake	Bass	330
Huntsville Lakes	Bass	265
Winnipeg River	Brook Trout	55
		2,059

1903.

Waters stocked.	Species.	Number.
Bear Creek at Strathroy	Bass	926
Lake Rosseau	Bass	1,130
Lake Joseph	Bass	500
Muskoka Lake	Bass	1,002
Lake of Bays	Bass	371
Sparrow Lake	Bass	650
Lake Couchiching	Bass	258
Long Lake at Rat Portage	Bass	460
Golden Lake	Bass	100
Mink Lake	Bass	85
Clear Lake	Bass	85
White Lake	Bass	100
Lynn River at Lake Simcoe	Bass	355
Grand River at Brantford	Bass	425

WATERS STOCKED FROM 1901 TO 1915, WITH THE NUMBER AND KINDS OF
FISH PLANTED IN EACH.—Continued.

1903—Continued.

Waters stocked.	Species.	Number
Thames River at Ingersoll	Bass	75
Thames River at London	Bass	200
Thames River at St. Mary's	Bass	205
Grand River at Fergus	Bass	100
Grand River at Grand Valley	Bass	70
Grand River at Paris	Bass	130
Musselman's Lake	Bass	200
Lake of Bays	Bass	500
		<hr/> 7,927

1904.

Waters stocked.	Species.	Number.
Credit River	Bass	115
Lake Rosseau	Bass	380
Green Lake	Bass	135
Opinicon Forks	Bass	50
Lake near Barry's Bay	Bass	30
Barry's Bay	Bass	100
Gorman Lake	Bass	75
Golden Lake	Bass	565
Mink Lake	Bass	60
White Lake	Bass	160
Clear Lake	Bass	50
Snell's Lake	Bass	100
Lake Joseph	Bass	725
Bass Lake	Bass	200
Lake Couchiching	Bass	230
Lake Joseph	Bass	415
Lake of Bays	Bass	530
Lake Simcoe at Jackson's Point	Bass	785
Beaver River at Cannington	Bass	250
Balsam Lake	Bass	400
Lake of Bays	Bass Fingerlings	5,000
Oxbow River at Komoka	Bass Fingerlings	1,200
Lake Scugog	Bass Fingerlings	1,400
		<hr/> 12,955

1905.

Waters stocked.	Species.	Number.
Lake Scugog	Bass	400
Stoney Lake	Bass	600
Muskoka Lake	Bass	500
Thames River at Stratford	Bass	250
Thames River at Mitchell	Bass	350
Lake Couchiching	Bass	500
Gull Lake (near Gravenhurst)	Bass	100
Lake of Bays	Bass	400
		<hr/> 3,100

WATERS STOCKED FROM 1901 TO 1915, WITH THE NUMBER AND KINDS OF
FISH PLANTED IN EACH.—Continued.

1906.

Waters stocked	Species	Number.
Lake Simcoe	Bass	450
Lake of Bays	Bass	700
Gull River	Bass	610
Grand River	Bass	575
Lake Scugog	Bass	400
Muskoka Lake	Bass	700
River Nith	Bass	600
Lake Simcoe	Bass	700
Lake Simcoe	Bass	700
		5,435

1908.

Waters stocked.	Species.	Number.
Sparrow Lake	Bass	500
Haliburton Lake	Bass	520
Puslinch Lake	Bass Fingerlings	725
River vicinity Kenora	Trout, Speckled, fry	2,000
		3,745

1909.

Waters stocked.	Species.	Number.
Mohawk Lake	Bass Fingerlings	1,000
Lake Rosseau	Bass Fingerlings	1,500
Lake Muskoka	Bass Fingerlings	1,500
Lake Joseph	Bass Fingerlings	2,000
Lake of Bays	Bass Fingerlings	2,000
Stoney Lake	Bass Fingerlings	3,500
Gull Lake	Bass Fingerlings	200
Whiteman's Creek	Bass Fingerlings	200
Cooley's Pond	Bass Fingerlings	150
Sparrow Lake	Bass Fingerlings	2,500
		14,550

1910.

Waters stocked.	Species.	Number.
Rideau waters (near Merrickville)	Bass Fingerlings	3,000
Lake Rosseau	Bass Fingerlings	3,000
Lake Joseph	Bass Fingerlings	3,000
Lake Muskoka	Bass Fingerlings	4,000
Gull Lake	Bass Fingerlings	100
Sturgeon Lake	Bass Fingerlings	4,000
Cameron Lake	Bass Fingerlings	3,000
Pigeon Lake	Bass Fingerlings	3,000
Fairy Lake and vicinity of Huntsville	Bass Fingerlings	8,500
Victoria Lake	Bass Fingerlings	2,000
Grand River (at Brantford)	Bass Fingerlings	300
Clear Lake	Bass Fingerlings	2,000
Long Lake (vicinity of Utterson)	Bass Fingerlings	1,725
Grand River (at Brantford)	Parent Bass	50
Oakland Pond	Parent Bass	25

Total Bass Fingerlings 37,625
Total Parent Bass 75

Grand Total 37,700

WATERS STOCKED FROM 1901 TO 1915, WITH THE NUMBER AND KINDS OF
FISH PLANTED IN EACH.—Continued.

1911.

Waters stocked.	Species.	Number.
Lake of Bays	Bass Fingerlings	12,000
Lake Rosseau	Bass Fingerlings	20,000
Lake Joseph	Bass Fingerlings	20,000
Wagner Lake	Bass Fingerlings	2,500
Gull Lake	Bass Fingerlings	3,000
Fairy Lake	Bass Fingerlings	5,000
Peninsula Lake	Bass Fingerlings	5,000
Maitland River at Brussels	Bass Fingerlings	2,000
Stoney Lake and Big Cedar Lake.....	Bass Fingerlings	10,000
Sand Lake	Bass Fingerlings	3,000
Trout Lake	Bass Fingerlings	7,000
Grand River at Brantford	Bass Fingerlings	500
Oakland Pond	Bass Fingerlings	200
		90,200

1912

Waters Stocked and Location.	Species.	Number.
Muskoka Lake in Muskoka District	Bass Fingerlings	12,000
Rosseau Lake " "	" "	11,000
Gull Lake " "	" "	4,000
Joseph Lake " "	" "	10,000
Vernon Lake " "	" "	2,500
Fairy Lake " "	" "	2,500
Mary Lake " "	" "	2,500
Peninsula Lake " "	" "	2,500
Cache Lake in Algonquin Park	" "	10,000
Sturgeon Lake in Kawartha District.....	" "	4,000
Balsam Lake " "	" "	3,000
Cameron Lake " "	" "	2,000
Loughboro and Collins Lakes in Frontenac County..	" "	2,000
Long Lake on Timiskaming & Northern Ontario Ry.	" "	2,000
Kenogami Lake " " "	" "	5,000
Sesekinika Lake " " "	" "	5,000
Grand River	Parent Bass	300
Belle and Ewart Lakes in Grey County	Trout (Speckled).....	20,000
Streams in Norfolk County	" "	50,000
	Total Bass Fingerlings.	80,000
	" Parent Bass	300
	" Trout (Speckled).	70,000
	Grand Total	150,300

WATERS STOCKED FROM 1901 TO 1915, WITH THE NUMBER AND KINDS OF
FISH PLANTED IN EACH.—Continued.

1913.

Waters Stocked and Location.	Species.	Number.
Fox Lake in Kenora District	Bass Fingerlings	15,000
Muskoka Lake in District of Muskoka	" "	10,000
Joseph Lake " "	" "	8,000
Rosseau Lake " "	" "	7,000
Gull Lake " "	" "	5,000
Windy Lake in Sudbury District	" "	5,000
Rumsey Lake in Sudbury District	" "	5,000
Horse Shoe or Pah-She-Gong-Ga Lake in Parry Sound District	" "	5,000
Trout Lake on the Timiskaming & Northern Ontario Railway	" "	5,000
Moose Lake " " "	" "	5,000
Rib Lake " " "	" "	5,000
Scugog Lake in the Kawartha District	" "	5,000
Charleston Lake in Leeds County	" "	5,000
Grand River in the vicinity of Breslau	" "	5,000
Grand River in the vicinity of Brantford	" "	400
Streams in the vicinity of King, York County	Parent Bass	200
Rib Lake on the Timiskaming & Northern Ontario Railway	" "	25
Gull Lake in Muskoka District	" "	20
Muskoka Lake in Muskoka District	" "	20
Sharbot Lake in Frontenac County	" Pickerel	100
Clear Lake in Frontenac County	" "	50
Speed River in vicinity of Hespeler	Trout (Brown)	1,000
Streams in the vicinity of Simcoe, Norfolk County ..	" "	1,000
Streams in the vicinity of St. Paul's, Perth County ..	" "	1,000
Bell and Ewart Lakes in Grey County	" (Speckled)	30,000
Utterson Lakes in Muskoka District	" "	20,000
Squires Creek, in the vicinity of Spring Brook, in Hastings County	" "	20,000
Streams in the vicinity of Simcoe, Norfolk County ..	" "	10,000
Total Bass Fingerlings ..		90,400
" Parent Bass		265
" Pickerel ..		150
" Trout (Brown) ..		3,000
" (Speckled) ..		80,000
Grand Total		173,815

1914

Waters Stocked and Location.	Species.	Number.
Boyse Lake, District of Nipissing	Advance Bass Fry	15,000
Net Lake, " "	" "	10,000
Rib Lake, " "	" "	10,000
Waters in the vicinity of Thornbury, Grey County ..	" "	6,000
Pigeon Lake, Peterboro' County	" "	25,000
Sturgeon Lake, Victoria County	" "	25,000
Wilno Lake, Renfrew County	" "	25,000
Round Lake, " "	" "	15,000
Perrigo Lake, " "	" "	5,000
Goose Lake, " "	" "	5,000
Golden Lake, " "	" "	22,500
Kohaheshmagabog Lake, District of Muskoka	" "	14,000

WATERS STOCKED FROM 1901 TO 1915, WITH THE NUMBER AND KINDS OF
FISH PLANTED IN EACH.—Continued.

1914.—Continued

Waters Stocked and Location.	Species.	Number.
McKay's Lake, District of Muskoka	Advance Bass Fry.....	12,000
Muskoka River, " "	" "	4,000
Skeleton Lake, " "	" "	12,000
Bass Lake, Hastings County	Bass Fingerlings.....	30,000
Beaver Lake, Lennox County	" "	14,000
White Lake, " "	" "	6,000
Lime Lake, " "	" "	20,000
Gannous Narrows, Peterboro' County	" "	10,000
Stoney Lake, " "	" "	10,000
Clear Lake, " "	" "	10,000
Round Lake, " "	" "	5,000
Grand River at Paris, Brant County	" "	5,000
Victoria Lake, Stratford, Perth County	" "	10,000
Waters in the vicinity of Mitchell, Perth County ..	" "	5,000
Scugog Lake, West Durham County	" "	10,000
Round Lake, Peterboro' County	" "	1,000
Denbigh Lake, Addington County	" "	1,000
Rideau River, Grenville County	" "	10,000
Long Lake, Frontenac County	" "	4,000
Thirteen and Thirty Island Lakes, Frontenac County.	" "	4,000
Chain Lakes, Renfrew County	" "	1,000
Cache Lake, Algonquin Park	" "	30,000
Rainy Lake, District of Parry Sound	" "	4,000
Fish Lake, " "	" "	2,000
Sand Lake, " "	" "	2,000
Grand River, Galt, Waterloo County	" "	8,000
Grand River, Berlin, "	" "	8,000
Saugeen River, Bruce County	" "	15,000
Lake of Bays, District of Muskoka	" "	10,000
Moose Lake, District of Nipissing	" "	3,000
Boyse Lake, " "	" "	6,000
Rib Lake, " "	" "	4,000
Long Lake, " "	" "	10,000
Kenogami Lake, District of Temiskaming	" "	10,000
Sesesekenika Lake, " "	" "	5,000
Snell's Lake, Brampton, Peel County	" "	1,500
Waters in the vicinity of Woodstock, Oxford County.	Parent Bass.....	225
Victoria Lake, Stratford, Perth County	" "	21
Grand River, Brantford, Brant County	" "	84
Whiteman's Creeks, Waterloo County	Trout (Brown).....	800
Waters in the vicinity of Simcoe, Norfolk County..	" "	1,500
Bell and Ewart Lakes, Grey County	" (Brook).....	30,000
Streams in the vicinity of Simcoe, Norfolk County..	" "	15,000
Beaver River, Meaford, Grey County	" "	15,000
Streams in the vicinity of Havelock, Peterboro' Co'ty.	" "	25,000
Streams in the vicinity of Berlin, Waterloo County.	" "	10,000
Streams in the vicinity of Bethany, E. Durham Co'ty.	" "	21,000
Total Advance Bass Fry.		205,500
" Bass Fingerlings..		274,500
" Parent Bass		330
" Trout (Brown).....		2,300
" " (Brook).....		116,000
Grand Total.....		598,630

WATERS STOCKED FROM 1901 TO 1915, WITH THE NUMBER AND KINDS OF
FISH PLANTED IN EACH.—Continued.

1915.

Waters Stocked and Location.	Species.	Number.
Rideau River, Grenville County	Advance Bass Fry.....	50,000
Gull Lake, Muskoka District	Bass Fingerlings.....	125,000
Gloucester Pool, " "	" "	10,000
Koshe Lake, " "	" "	15,000
Lake of Bays and Fifteen and Sixteen Mile Lakes, Muskoka District	" "	125,000
Pennisular Lake, Muskoka District	" "	50,000
Trout Lake, Nipissing District	" "	50,000
Temagami Lake, " "	" "	75,000
Long Lake, Frontenac County	" "	15,000
Eagle Lake, " "	" "	15,000
Sharbot Lake, " "	" "	30,000
Mississippi Lake, Lennox County	" "	60,000
Rideau River, Grenville County	" "	30,000
Waters in vicinity of King, York County	" "	10,000
Fox Lake, Kenora District	" "	100,000
Loon Lake, Thunder Bay District	" "	10,000
Trent River, Northumberland County	" "	60,000
Shanty Creek, Waterloo County	Trout Fingerlings.....	10,000
Gingericks Creek, " "	" "	10,000
Weavers Creek, " "	" "	10,000
Webber Creek, " "	" "	10,000
Waters in vicinity of Berlin, Waterloo County	" "	15,000
Waters in vicinity of Tillsonburg, Oxford County ..	" "	12,000
Bell and Ewart Lakes, Grey County	" "	20,000
Waters in vicinity of Penetang, Simcoe County	" "	20,000
Waters in vicinity of Mount Forest, Wellington C'ty.	" "	30,000
Waters in vicinity of Dundas, Wentworth County..	" "	25,000
Beaver River, Meaford, Grey County	" "	10,000
Streams in vicinity of Norwood, Peterboro' County.	" "	20,000
Streams in vicinity of Havelock, Peterboro' County.	" "	30,000
Eagle Creek, Frontenac County	" "	30,000
Sharbot Lake, " "	" "	40,000
Grand River, Brant County	Parent Bass.....	175
Trent River, Northumberland County	" "	250
Speed River, Hespeler, Waterloo County	Trout Brown.....	25,000
Lake of Bays, Muskoka District	" Lake.....	100,000
Manakie Waters, Kenora District	" "	60,000
Temagami Lake, Nipissing District	" "	100,000
Rideau Lakes, Grenville and Lanark Counties	" "	100,000
Temiskaming Lake, Temiskaming District	" "	100,000
Patterson's Creek, Norfolk County	" Brook.....	10,000
Kent's Creek, " "	" "	15,000
Barbers Creek, Paris, Brant County	" "	5,000
Bell and Ewart Lakes, Grey County	" "	60,000
Total Advance Bass Fry		50,000
" Bass Fingerlings.		780,000
" Trout Fingerlings.		292,000
" Parent Bass		425
" Trout (Brown).....		25,000
" " (Lake).....		460,000
" " (Brook).....		90,000
Grand Total.....		1,697,425

Statement showing the number of fry distributed in the waters of the Province
by the Federal Government from Dominion hatcheries.

Years.	Newcastle.	Sandwich.	Ottawa.	Warton.	Sarnia.	Total.
1868-73.....	1,070,000	.....	.....	.....	.....	1,070,000
1874.....	350,000	.....	.....	.....	.....	350,000
1875.....	650,000	.....	.....	.....	.....	650,000
1876.....	700,000	8,000,000	.....	.....	.....	8,700,000
1877.....	1,300,000	8,000,000	.....	.....	.....	9,300,000
1878.....	2,605,000	20,000,000	.....	.....	.....	22,605,000
1879.....	2,602,700	12,000,000	.....	.....	.....	14,603,700
1880.....	1,923,000	13,500,000	.....	.....	.....	15,423,000
1881.....	3,300,000	16,000,000	.....	.....	.....	19,300,000
1882.....	4,841,000	44,000,000	.....	.....	.....	48,841,000
1883.....	6,053,000	72,000,000	.....	.....	.....	78,053,000
1884.....	8,800,000	37,000,000	.....	.....	.....	45,800,000
1885.....	5,700,000	68,000,000	.....	.....	.....	73,700,000
1886.....	6,451,000	57,000,000	.....	.....	.....	63,451,000
1887.....	5,130,000	56,500,000	.....	.....	.....	61,630,000
1888.....	8,076,000	56,000,000	.....	.....	.....	64,076,000
1889.....	5,846,500	21,000,000	.....	.....	.....	26,846,500
1890.....	7,736,000	52,000,000	5,732,000	.....	.....	65,468,000
1891.....	7,807,500	75,000,000	7,043,000	.....	.....	89,850,500
1892.....	4,823,500	44,500,000	4,909,000	.....	.....	54,232,500
1893.....	9,835,000	68,000,000	6,208,000	.....	.....	84,043,000
1894.....	6,000,000	47,000,000	4,480,000	.....	.....	57,480,000
1895.....	6,000,000	73,000,000	3,210,000	.....	.....	82,210,000
1896.....	5,200,000	61,000,000	3,950,000	.....	.....	70,150,000
1897.....	4,200,000	72,000,000	4,100,000	.....	.....	80,300,000
1898.....	4,325,000	71,000,000	3,020,000	.....	.....	78,345,000
1899.....	4,050,000	73,000,000	3,700,000	.....	.....	80,750,000
1900.....	5,175,000	90,000,000	3,450,000	.....	.....	98,625,000
1901.....	5,900,000	67,000,000	3,410,000	.....	.....	76,310,000
1902.....	650,000	100,000,000	1,245,000	.....	.....	101,895,000
1903.....	2,500,000	90,000,000	1,201,000	.....	.....	93,701,000
1904.....	1,475,000	75,000,000	877,000	.....	.....	77,352,000
1905.....	1,480,000	106,000,000	1,103,000	.....	.....	108,583,000
1906.....	1,550,000	88,000,000	1,123,000	.....	.....	90,673,000
1907.....	1,807,000	103,000,000	1,152,000	.....	.....	105,959,000
1908.....	2,600,000	79,000,000	2,010,000	4,955,000	51,000,000	139,565,000
1909.....	1,881,000	66,500,000	1,575,000	8,100,000	159,500,000	237,556,000
1910.....	1,520,400	76,000,000	1,478,000	12,088,000	74,000,000	165,086,400
1911.....	1,543,816	77,000,000	.....	12,249,500	113,500,000	204,293,316
1912.....	1,599,716	29,000,000	.....	12,399,900	77,000,000	119,999,616
1913.....	2,207,500	59,000,000	.....	8,556,800	94,000,000	.....
1914.....	.....	65,000,000	.....	6,796,000	120,000,000	.....
Total....	517,264,632	2,296,000,000	64,976,000	65,145,200	689,000,000	.....

Years.	Collingwood.	Thurlow.	Port Arthur.	Southampton.	Kenora.	Total
1913.....	50,000,000	.....	32,112,950	6,957,000	.....	252,834,250
1914.....	46,800,000	46,500,000	32,482,700	2,372,000	71,370,000	391,320,700
Total....	96,000,000	46,500,000	64,595,650	9,329,000	71,370,000	.....

Grand Total.. 3,560,980,482

ONTARIO

Return of the number of fishermen, tonnage and value of tugs, vessels and boats, the industry during the year 1914, in the Public

Fishing material.													
Number.	District.	Tugs.				Gasoline Launches.			Sail or Row Boats.			Gill-Nets.	
		No.	Ton- nage.	Value.	Men.	No.	Value.	Men.	No.	Value.	Men.	Yards.	Value.
	<i>Kenora and Rainy River.</i>			\$			\$			\$			\$
1	Lake of the Woods	4	37	11,100	8	23	8,650	52	5	335	10	32,000	5,435
2	Lac Seul, Upper and Lower Mani- tou, Pelican Lake, High Lake, Gibbey Lake, Hilley Lake, Ele- phant Lake.....	1	.....	1,500	3	3	725	6	8	875	17	20,000	2,885
3	Ishbister Shoal, Wabigoon, Orang Outang, Canyon, Eagle and Big Sea Lakes.....	.....	.....	.....	.....	3	950	8	4	330	8	14,000	1,465
4	Star, Indian, Crow, Minnitakie, Abraham, Big Vermillion, Sandy and One Man's Lakes....	.....	.....	.....	.....	5	1,600	10	9	620	19	24,000	2,445
5	Rainy Lake.....	3	12	1,100	6	10	2,675	20	9	570	9	24,800	2,165
6	Namaken, Eva, White Otter, Lit- tle Tuttle Lakes.....	1	10	1,250	.....	1	180	2	.....	.....	.....	4,800	691
7	Clearwater, Steep Rock, Elbow Lakes.....	.....	.....	.....	.....	4	1,000	7	1	100	1	8,000	1,120
	Totals	9	59	11,950	19	49	15,780	105	36	2,830	64	127,600	16,206

Return of the kinds, quantities and values of fish caught during the

Number.	District.	Herring, salted.		Herring, fresh.		Whitefish, salted.		Whitefish, fresh.		Trout, salted.		Trout, fresh.		Pike.	Pickarel or Dore.
		brls.	lbs.	brls.	lbs.	brls.	lbs.	brls.	lbs.	brls.	lbs.	brls.	lbs.	brls.	lbs.
	<i>Kenora and Rainy River.</i>														
1	Lake of the Woods .....	.....	.....	.....	.....	.....	437,450	.....	.....	.....	30,196	.....	313,260	.....	420,622
2	Lac Seul, Upper and Lower Mani- tou, Pelican Lake, High Lake, Gibbey Lake, Hilley Lake, Ele- phant Lake .....	.....	.....	.....	.....	.....	40,192	.....	.....	.....	24,566	.....	16,332	.....	53,518
3	Ishbister, Shoal, Wabigoon, Orang Outang, Canyon, Eagle and Big Sea Lakes.....	.....	.....	.....	.....	.....	282,170	.....	.....	.....	44,750	.....	149,250	.....	125,885
4	Star, Indian, Crow, Minnitakie, Abraham, Big Vermillion, Sandy and One Man's Lakes....	.....	.....	.....	.....	.....	122,552	.....	.....	.....	34,952	.....	109,214	.....	117,110
5	Rainy Lake.....	.....	.....	.....	.....	.....	80,322	.....	.....	.....	99	.....	166,820	.....	182,242
6	Namaken, Eva, White Otter, Lit- tle Tuttle Lakes.....	.....	.....	.....	.....	.....	17,405	.....	.....	.....	8,600	.....	2,998	.....	19,141
7	Clearwater, Steep Rock, Elbow Lakes.....	.....	.....	.....	150	.....	14,950	.....	.....	.....	18,550	.....	2,650	.....	4,450
	Totals .....	.....	.....	.....	150	.....	995,041	.....	.....	.....	161,713	.....	760,554	.....	922,968
	Values .....	.....	.....	.....	\$ c. 1,500 00	.....	\$ c. 99,504 10	.....	\$ c. 16,171 30	.....	\$ c. 60,844 32	.....	\$ c. 92,296 80	.....

FISHERIES.

quantity and value of all fishing materials and other fixtures employed in the fishing Waters of Kenora and Rainy River District.

Fishing material.												Other fixtures used in fishing.			
Seines.			Pound nets.		Hoop nets.		Dip or roll nets.		Night lines.		Spears.	Freezers and Ice Houses.		Piers and Wharves.	
No.	Yards.	Value.	No.	Value.	No.	Value.	No.	Value.	No. Hooks.	Value.	No.	No.	Value.	No.	Value.
		\$		\$		\$		\$		\$			\$		\$
.....	28	9,350	141	2,075	.....	.....	.....	.....	.....	4	6,700	4	1,450
.....
.....	1	200
.....	8	2,175	.....	.....	.....	.....	.....	.....	.....	9	1,550	4	75
.....	1	200	.....	.....
.....	2	300	1	100
.....	36	11,525	14	2,075	.....	.....	.....	.....	.....	16	8,750	11	2,325

year 1914, in the Public Waters of Kenora and Rainy River Districts.

Sturgeon.	Eels.	Perch.	Tullibee.	Catfish.	Carp.	Mixed and coarse fish.	Caviare.	Sturgeon Bladders.	Value.
lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	No.	\$ c.
72,000	500	83,370	64,280	120,730	53,501	1,441	93½	141,603 95
.....	2,595	.....	.....	13,263 91
.....	2,281	.....	.....	1,720	.....	.....	57,443 36
7,098	40,967	.....	4,000	17,610	.....	.....	37,161 42
16,706	515	140	.....	79,549	244	.....	47,356 07
.....	6,885	.....	.....	7,646 69
.....	2,000	.....	.....	5,607 00
95,804	500	127,133	66,420	124,730	163,860	1,685	93½	310,082 40
\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
14,370 60	25 00	7,627 98	5,313 60	2,494 60	8,193 00	1,685 00	56 10	310,082 40

ONTARIO

Return of the number of fishermen, tonnage and value of tugs, vessels and boats,
fishing industry during the year 1914,

Number.	District.	Fishing Material.											
		Tugs.			Gasolene Launches			Sail or Row Boats.			Gill-Nets.		
		No.	Ton- nage.	Value.	Men.	No.	Value.	Men	No.	Value.	Men.	Yards.	Value.
		Lake Superior.											
1	Thunder Bay and Thunder Cape..	1	28	5,000	8	1	250	1	3	185	6	12,320	940
2	Rossport.....	4	39	20,000	17	.....	.....	.....	3	650	4	145,400	6,250
3	Pigeon River, Jackfish, Port Coldwell, Black Bay, Simpson's Island, Trout Lake, Arrow Lake	6	92	14,800	19	.....	.....	.....	5	360	9	154,000	9,090
4	Nepigon Bay, Nepigon Straits, Dog Lake, Swede Island, Stur- geon Bay, Moffat's Straits.....	3	26	2,900	9	.....	.....	.....	6	420	10	121,500	2,680
5	Bay's Plat, Burnt Harbour, Steel River, Pie Island.....	1	2	2,500	2	.....	.....	.....	3	145	4	11,000	650
6	Lake Nepigon.....	.....	.....	.....	.....	.....	.....	.....	2	65	3	1,350	77
7	Gros Cap.....	.....	.....	.....	.....	.....	.....	.....	12	630	23	43,000	1,470
8	Persian Island.....	.....	.....	.....	.....	1	600	3	3	200	4	21,000	1,415
9	Batchawana Bay.....	.....	.....	.....	.....	.....	.....	.....	11	1,500	22	38,500	2,405
10	Goulais Bay.....	.....	.....	.....	.....	.....	.....	.....	11	1,245	22	45,000	1,700
11	Gargantau.....	1	23	5,000	9	.....	.....	.....	2	450	4	14,000	3,400
12	Richardson's Harbour.....	1	48	7,500	10	.....	.....	.....	.....	.....	.....	60,000	3,000
13	Michipicoten Island.....	2	44	9,500	14	3	1,500	7	6	215	8	140,500	7,060
14	Mamainse Point.....	.....	.....	.....	.....	1	500	3	3	390	7	23,000	1,875
15	Sandy Island.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16	Harmony Bay.....	.....	.....	.....	.....	.....	.....	.....	1	150	2	4,500	150
17	Garrett's Harbour.....	.....	.....	.....	.....	.....	.....	.....	1	100	2	6,000	270
18	Indian Harbour.....	.....	.....	.....	.....	.....	.....	.....	1	500	2	5,000	150
19	Lizzard Reserve.....	.....	.....	.....	.....	.....	.....	.....	5	1,490	10	23,500	2,250
Totals.....		19	302	67,200	88	6	2,850	14	78	8,695	142	869,570	44,832

Return of the kinds, quantities and values of fish caught

Number.	District	Herring, salted.	Herring, fresh.	Whitefish, salted	Whitefish, fresh.	Trout, salted.	Trout, fresh.	Pike.	Pickarel, or Dore.
	Lake Superior.	brls.	lbs	brls.	lbs.	brls	lbs.	lbs.	lbs.
1	Thunder Bay and Thunder Cape.		364,580	300	16,300	3	27,400	1,600	14,500
2	Rosspoint.....	1,325	244,000		19,500	223	244,800	100	1,300
3	Pigeon River, Jackfish, Port Coldwell, Black Bay, Simpson's Island, Trout Lake, Arrow Lake.	580	16,000		45,604	253	248,400	12,602	31,570
4	Nepigon Bay, Nepigon Straits, Dog Lake, Swede Island, Sturgeon Bay, Moffat's Straits.....		146,000		27,405		137,000	2,200	200
5	Bay's Plat, Burnt Harbour, Steel River, Pie Island.....				17,073		36,800		81,045
6	Lake Nepigon.....				3,000		1,200		
7	Gros Cap.....		11,000		26,923	11	34,228		
8	Persian Island.....				13,226		16,250		
9	Batchawana Bay.....				30,950	5	26,590	4,000	200
10	Goulais Bay.....	10	355		37,700		32,500		
11	Gargantau.....				13,033	18	68,698	42,210	
12	Richardson's Harbour.....				20,582	36	112,085	67,995	
13	Michipicoten Island.....			6	37,017	95	231,428	70,380	
14	Mamainse Point.....				11,295	19	111,646		51
15	Sandy Island.....				9,331		3,151		391
16	Harmony Bay.....				2,000		1,000	200	50
17	Garrett's Harbour.....				250		6,172		
18	Indian Harbour.....				3,000		3,500		
19	Lizzard Reserve.....			7	3,375	26	95,994		
Totals.....		1,945	781,935	313	337,564	690	1,438,842	201,287	129,307
Values.....		\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
		19,150 00	39,096 75	3,130 00	33,756 40	6,900 00	143,884 2	16,102 96	12,930 70

FISHERIES.

the quantity and value of all fishing materials and other fixtures employed in the in the Public Waters of Lake Superior

Fishing Material.												Other fixtures used in fishing.				
Seines.			Pound Nets.		Hoop Nets.		Dip or Roll Nets.		Night Lines		Spears.		Freezers and Ice Houses.		Piers and Wharves.	
No.	Yards.	Value.	No.	Value	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.
				\$										\$		\$
			6	900												
			12	2,650									7	5,400		
			11	2,030									2	1,200	2	350
			5	800									1	100		
			2	250									2	700	2	700
													1	300	1	100
													3	3,000	2	1,000
													1	100	1	200
													1	300	2	1,000
			2	250									1	100	1	200
			38	6,880									19	11,200	11	3,550

during the year 1914, in the Public Waters of Lake Superior.

Sturgeon.	Fels.	Perch.	Tullibee.	Catfish.	Carp.	Mixed and coarse fish.	Caviare	Sturgeon bladders.	Value.
lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	No.	\$ c.
400			400			6,000			27,591 00
100			4,300			14,000			55,215 00
7,998			500						43,925 26
				3,460					24,213 30
									13,491 80
									420 00
									6,775 10
									2,347 60
									6,151 50
		150							7,137 75
			630						11,567 70
			770						19,112 50
			740						33,534 30
			213			22			12,508 98
						6,000			1,287 30
4									621 60
									642 20
									650 60
									10,266 90
8,502		150	7,453	3,460		26,022			278,258 89
\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.			\$ c.
1,275 30	7 50	447 18	276 80		520 44				278,258 89

ONTARIO

Return of the number of fishermen, tonnage and value of tugs, vessels and boats, fishing industry during the year 1914, in the

Number.	District.	Fishing material.											
		Tugs.				Gasoline Launches.			Sail or Row Boats.			Gill-Nets.	
		No.	Ton- nage.	Value.	Men.	No.	Value.	Men.	No.	Value.	Men.	Yards.	Value.
Lake Huron, North Channel.													
1	Bruce Mines.....			\$		1	\$ 225	1	2	\$ 45	2	3,700	218
2	Spanish Mills.....					1	300	2	9	650	12	17,800	1,260
3	Thessalon.....					1	600	3	10	670	13	17,000	1,100
4	Algoma Mills, St. Joseph Island.....					1	450	3	1	75	1	1,200	50
5	Blind River, Lake Laboine.....								4	300	6	8,700	441
6	Iron Bridge, Grant Islands, Lacloche Lake.....					1	450	3	2	75	2	2,100	105
7	Hilton, Milford, Brimon Harbour, Cedar Islands.....					1	500	4	5	280	7	8,300	490
8	Outler Bay, Nesterville, Spragge, Little Detroit.....	1	10	1,000	9	2	350	3	4	120	3	12,700	1,008
9	John's Island, Buswell's Point, Flat Point, St. Patricks Point..	3	74	14,000	15	2	1,200	2	7	500	6	8,100	465
10	Caterack Lake, Lake Chibleau, Mississauga Island.....					1	800	3	3	100	2	200	10
11	Gore Bay, Lake Kagawong.....	3	42	7,600	12				7	427	10	59,800	4,002
12	Killarney.....					9	2,600	19	6	525	12	73,300	3,030
13	Squaw and Rabbit Islands.....	4	83	11,000	20	3	825	6	1	80	2	251,000	12,950
14	Fitzwilliam and Duck Islands.....	3	60	12,000	16	9	4,100	19	1	25	2	151,500	10,870
15	South Bay and Providence Bay.....	5	85	15,000	25				1	50	2	214,000	14,700
16	Mississauga Straits, Meldrum Bay and Cockburn Islands.....	3	90	13,000	15	2	650	6	5	130	6	134,400	6,013
17	Little Current, Manitowaning Bay, Centre Island, Grandine Point..	2	40	6,000	8	3	950	7				12,400	575
18	Sheguindah Bay, Heywood Island, Strawberry Island, Rouse Island	1	28	3,000	4	3	2,200	8	5	270	9	19,920	1,075
19	Wekwemikong Bay, Burnt Island, Lonely Island.....					3	1,300	6					
Totals		25	512	82,600	117	43	17,500	94	73	4,322	97	996,120	58,362

Return of the kinds, quantities and values of fish caught during

Number.	District.	Herring, salted.	Herring, fresh.	Whitefish, salted.	Whitefish, fresh.	Trout, salted.	Trout, fresh.	Pike.	Pickrel, or Dore.
	<i>Lake Huron, North Channel.</i>	brls.	lbs.	brls.	lbs.	brls.	lbs.	lbs.	lbs.
1	Bruce Mines.....	3			355		3,830	490	75
2	Spanish Mills.....	57	1,795		2,560		12,200	9,117	1,488
3	Thessalon.....				2,807		19,323	26,075	130
4	Algoma Mills, St. Joseph Island.....				7,170		9,420	3,078	2,193
5	Blind River, Lake Laboine.....				400		800	1,435	120
6	Iron Bridge, Grant Islands, Lacloche Lake.....				15,350		13,150	200	1,600
7	Hilton, Milford, Brimon Harbour, Cedar Island.....			1			2,125	7,930	455
8	Outler Bay, Nesterville, Spragge, Little Detroit.....		150		1,534		4,632	5,765	9,191
9	John's Island, Buswell's Point, Flat Point, St. Patricks Point..	70	6,277		18,885		18,029	11,590	199,255
10	Caterack Lake, Lake Chibleau, Mississauga Island.....				8,290		12,385		25,315
11	Gore Bay, Lake Kagawong.....		3,803		100,327	4	88,889	5,444	13,947
12	Killarney.....				146,712	5	56,778	14,151	16,458
13	Squaw and Rabbit Islands.....			3	165,195		174,455	10,049	5,041
14	Fitzwilliam and Duck Islands....	15			50,000		337,938		
15	South Bay and Providence Bay.....				35,461	43	404,497		
16	Mississauga Straits, Meldrum Bay, Cockburn Islands.....				65,005	15	307,968	20	
17	Little Current, Manitowaning Bay, Centre Island, Grandine Point..				39,180	1	12,573	9,907	38,394
18	Sheguindah Bay, Heywood Island, Strawberry Island, Rouse Island		22		14,249		16,368	20,055	94,352
19	Wekwemikong Bay, Burnt Island, Lonely Island.....				43,206		8,228	190	450
Totals.....		145	12,047	4	716,696	68	1,503,678	126,096	408,464
Values.....		\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
		1,450 00	602 35	40 00	71,669 60	680 00	150,367 80	10,087 68	40,846 40

FISHERIES

the quantity and value of all fishing materials and other fixtures employed in the Public Waters of Lake Huron, North Channel.

Fishing material.												Other fixtures used in fishing.				
Seines.			Pound nets.		Hoop nets.		Dip nets.		Night lines.		Spears.		Freezers and Ice Houses.		Piers and Wharves.	
No.	Yards.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.
	\$			\$		\$		\$		\$		\$		\$		\$
													2	200		
			3	550									1	100		
													2	325	1	300
			4	1,000									2	500	2	700
			4	1,000									2	300	1	300
			2	400									1	100	1	100
			24	6,100									6	2,100	6	5,500
			8	2,000									1	500	1	2,000
			10	5,000									3	1,600	3	4,550
			5	3,000												
			3	1,500												
			8	3,000					3,900	180			1	600	1	550
			8	2,000											1	1,000
			16	5,675									1	300	2	300
			13	3,300												
			10	5,000									1	400	1	500
			8	2,400												
			126	39,725					3,900	180			23	7,025	20	15,800

the year 1914, in the Public Waters of Lake Huron, North Channel.

Sturgeon.	Eels.	Perch.	Tullibee.	Outfish.	Carp.	Mixed and coarse fish.	Caviare.	Sturgeon Bladders.	Value.
lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	No.	\$ c.
						4,780			734 20
		1,735				20,260			4,113 06
		3,300				17,629			5,406 45
121		190			190	11,577			2,731 34
						1,860			354 80
600						27,800			4,506 00
		1,510				4,270			1,191 40
1,040		500			485	23,972			3,393 70
16,844		1,382		805		152,045	187		36,301 30
2,200						78,000	100		8,929 00
375		5,302	212			43,806			23,506 34
215		610		1,250		2,063			23,442 78
						4,669			35,536 47
			85,505						44,074 90
246			6,104		46				44,829 86
90		350				5,600			37,760 00
1,117					190	56,918	16		11,845 51
5,470		100			500	56,448			17,760 30
110									5,220 10
30,428		14,909	91,831	2,055	1,416	491,697	303		311,643 21
\$ c.		\$ c.	\$ c.	\$ c.	\$ c.	\$ c.		\$ c.	
4,564 20		745 45	5,509 26	164 40	28 32	24,584 85	303 00		311,643 21

ONTARIO

Return of the number of fishermen, tonnage and value of tugs, vessels and boats, the industry during the year 1914.

Number.	District.	Fishing material.											
		Tugs.				Gasoline Launches.			Sail or Row Boats			Gill-Nets.	
		No.	Ton- nage.	Value.	Men.	No.	Value.	Men.	No.	Value.	Men.	Yards.	Value.
Georgian Bay.													
1	Byng Inlet.	1	24	4,000	5	4	3,200	2	3	215	4	61,750	3,100
2	Parry Sound	5	50	14,000	26	5	1,750	7	9	1,155	12	336,000	15,770
3	Waubauskene.	1	6	300	3	1	150	2	6	1,480	22	41,500	3,850
4	Penetanguishene.	1	6	300	3	1	150	2	6	185	12	38,100	1,875
5	Collingwood	2	50	6,000	10	7	2,300	14	10	840	17	143,300	7,555
6	Meaford (including Owen Sound Bay)	6	112	18,500	23	13	3,695	16	20	1,315	24	300,340	17,149
7	Colpoy's Bay to Tobermory.	3	63	9,200	15	6	2,025	13	22	2,430	35	173,000	10,820
	Totals.	18	305	52,000	82	36	13,120	54	87	7,620	124	1,093,990	60,119

Return of the kinds, quantities and values of fish caught

Number.	District.	Herring, salted.	Herring, fresh.	Whitefish, salted.	Whitefish, fresh.	Trout, salted.	Trout, fresh.	Pike.	Pickrel or Dori.
	<i>Georgian Bay.</i>	brls.	lbs.	brls.	lbs.	brls.	lbs.	lbs.	lbs.
4	Byng Inlet	160	.....	350	75,486	.....	38,706	19,095	38,285
2	Parry Sound .....	.....	.....	2	300,191	22	212,434	2,956	8,283
3	Waubauskene .....	.....	.....	.....	3,005	13	9,359	51,993	20,900
4	Penetanguishene	39	.....	24	9,250	27	12,600	.....	200
5	Collingwood	4	21,979	3	11,950	300	57,851	.....	.....
6	Meaford (including Owen Sound Bay) .....	.....	9,580	.....	6,050	39	285,026	.....	.....
7	Colpoy's Bay to Tobermory	36	3,695	12	9,871	157	219,800	.....	160
	Totals	239	35,254	391	415,803	558	835,776	74,044	67,828
	Values	\$ c. 2,390 00	\$ c. 1,762 70	\$ c. 3,910 00	\$ c. 41,580 30	\$ c. 5,550 00	\$ c. 83,577 60	\$ c. 5,923 52	\$ c. 6,782 80

FISHERIES.

quantity and value of all fishing materials and other fixtures employed in the fishing in the Public Waters of the Georgian Bay.

Fishing material.														Other fixtures used in fishing.			
Seines.			Pound Nets.		Hoop nets.		Dip or Roll Nets		Night Lines.		Spears		Freezers and Ice Houses.		Piers and Wharves.		
No.	Yards.	Value.	No.	Value.	No.	Value.	No.	Value.	No. Hooks.	Value.	No.	Value.	No.	Value.	No.	Value.	
		\$		\$		\$		\$		\$		\$		\$		\$	
			7	3,250									6	1,150	5	600	
					12	350							3	375	3	225	
													4	175	4	620	
									11,700	1,360			7	765	3	360	
			2	650					5,200	350							
			9	3,900	12	350			16,900	1,710			20	2,465	15	1,805	

during the year 1914, in the Public Waters of the Georgian Bay.

Sturgeon.	Eels.	Perch.	Tullibee.	Catfish.	Carp.	Mixed and coarse fish.	Caviare.	Sturgeon Bladders.	Value.
lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	No.	\$ c.
1,423						12,263	150		22,851 90
									52,567 28
		5,052		2,919	1,900	33,597	101	300	10,100 81
				5					3,105 40
5,400		1,754			600	4,700	775		13,068 75
									29,976 60
			19,500			1,000			26,976 85
6,823		6,806	19,500	2,924	2,500	51,560	1,026	300	158,108 59
\$ c.		\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
1,023 45		340 30	1,170 00	233 92	50 00	2,578 00	1,026 00	180 00	158,108 59

ONTARIO

Return of the number of fishermen, tonnage and value of tugs, vessels and boats ,
fishing industry during the year 1914 ,

Number.	District.	Fishing material.											
		Tugs.				Gasoline Launches.			Sail or Row Boats.			Gill-Nets.	
		No.	Ton- nage.	Value.	Men.	No.	Value.	Men.	No.	Value.	Men.	Yards.	Value.
	<i>Lake Huron (Proper).</i>			\$			\$			\$			\$
1	Tobermory to Southampton (including Saugeen River).....	8	162	26,100	42	3	1,200	7	34	2,608	52	431,260	24,441
2	Southampton to Pine Point.....	1	20	3,000	5	1	500	3	10	450	13	78,890	3,513
3	County of Huron.....					5	2,450	14	8	1,270	14	58,320	3,177
4	County of Lambton (including River St. Clair).....	3	12	850	10	8	3,400	11	41	2,775	60	.....	.....
	Totals.....	12	194	29,950	57	17	7,550	35	93	7,103	139	568,470	31,131

Returns of the kinds, quantities and values of fish caught

Number.	District.	Herring, salted.	Herring, fresh.	Whitefish, salted.	Whitefish, fresh.	Trout, salted	Trout, fresh.	Pike.	Pickeree, or Dore.
		brls.	lbs.	brls.	lbs.	brls.	lbs.	lbs.	lbs.
	<i>Lake Huron (Proper).</i>								
1	Tobermory to Southampton (including Saugeen River).....	445	17,225	39	16,717	289½	462,396	57	50
2	Southampton to Pine Point.....		1,000	.....	685	20½	115,017	.....	.....
3	County of Huron.....		12,039	.....	5,780	9	76,826	.....	9,726
4	County of Lambton (including River St. Clair).....	23	123,108	.....	38,626	.....	15,236	1,005	181,414
	Totals.....	468	163,372	39	61,808	319	669,604	1,062	191,190
	Values.....	\$ c. 4,680 00	\$ c. 3,168 60	\$ c. 390 00	\$ c. 6,180 80	\$ c. 3,190 00	\$ c. 66,960 40	\$ c. 84 96	\$ c. 19,119 00

FISHERIES.

the quantity and value of all fishing materials and other fixtures employed in the in the Public Waters of Lake Huron (Proper).

Fishing material. -												Other fixtures used in fishing.				
Seines.			Pound nets.		Hoop nets.		Dip or Roll Nets.		Night Lines.		Spears.		Freezers and Ice Houses.		Piers and Wharves.	
No.	Yards.	Value.	No.	Value.	No.	Value.	No.	Value.	No. Hooks.	Value.	No.	Value.	No.	Value.	No.	Value.
		\$		\$		\$		\$		\$		\$		\$		\$
.....			2	400	.....		5	9	.....		.....		5	4,300	2	250
.....			8	2,000	.....				.....		.....		7	800	2	30
7	324	410	58	17,550	.....		24	41	.....		.....		3	650	.....
7	324	410	68	19,950	.....		29	50	.....		.....		15	5,750	4	280

during the year 1914, in the Public Waters of Lake Huron (Proper).

Sturgeon.	Eels.	Perch.	Tullibee.	Catfish.	Carp.	Mixed and coarse fish.	Caviare.	Sturgeon bladders.	Value.
lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	No.	\$ c.
37	.....	35,198	367,198	.....	.....	3,627	.....	.....	80,495 79
1,750	.....	1,800	.....	.....	.....	.....	.....	.....	11,915 20
.....	.....	67,655	450	.....	50	14,260	124	.....	14,435 40
14,672	50	10,570	.....	161	9,956	85,153	1,311 1/2	25	28,735 00
14,459	50	115,223	367,648	161	10,006	103,040	1,435 1/2	25	145,581 39
\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
2,468 85	3 00	5,761 15	22,058 88	12 88	200 12	5,152 00	1,435 75	15 00	145,581 39

ONTARIO

Return of the number of fishermen, tonnage and value of tugs, vessels and boats, fishing industry during the year 1914,

Number.	District.	Fishing material.											
		Tugs.				Gasoline Launches.			Sail or Row Boats.			Gill-Nets.	
		No.	Ton- nage.	Value.	Men.	No.	Value.	Men.	No.	Value.	Men.	Yards.	Value.
	<i>Lake St. Clair.</i>			\$		\$		\$				\$	
1	Kent County (including River Thames)	27			62	6,850		47	1,385	63			
2	Essex County	22			40	5,750		38	1,480	56			
3	Detroit River.....	3			12	650		34	390	85			
	Totals.....	52			114	13,250		119	3,755	204			

Return of the kinds, quantities and values of fish caught

Number.	District.	Herring, salted.	Herring, fresh.	Whitefish, salted.	Whitefish, fresh.	Trout, salted.	Trout, fresh.	Pike.	Pickarel or Dore.
		brls.	lbs.	brls.	lbs.	brls.	lbs.	lbs.	lbs.
	<i>Lake St. Clair.</i>								
1	Kent County (including River Thames)							47,105	15,948
2	Essex County				16,300			5,935	16,000
3	Detroit River.....				30,300			9,800	14,265
	Totals.....				46,600			62,840	46,213
	Values.....				\$ c. 4,660 00			\$ c. 5,027 20	\$ c. 4,621 30

FISHERIES.

the quantity and value of all fishing materials and other fixtures employed in the in the Public Waters of Lake St. Clair.

Fishing material.											Other fixtures used in fishing.					
Seines.			Pound nets.		Hoop nets.		Dip or Roll Nets.		Night Lines.		Spears.		Freezers and Ice Houses.		Piers and Wharves.	
No.	Yards.	Value.	No.	Value.	No.	Value.	No.	Value.	No. Hooks.	Value.	No.	Value.	No.	Value.	No.	Value.
		\$		\$		\$		\$		\$		\$		\$		\$
13	3,099	1,258	.....	.....	194	6,615	37	125.30	2,100	28.62	.....	.....	19	4,500	7	2,250
12	1,775	825	12	2,825	58	2,835	.....	.....	1,600	80	.....	.....	16	6,700	.....	.....
32	4,115	1,676	.....	.....	1	15	.....	.....	600	11	.....	.....	2	1,500	.....	.....
57	8,989	3,759	12	2,825	163	9,463	37	155.	4,300	131.50	.....	.....	37	12,700	7	2,250

during the year 1914, in the Public Waters of Lake St. Clair.

Sturgeon.	Eels.	Perch.	Tullibee.	Catfish.	Carp.	Mixed and coarse fish.	Oviare.	Sturgeon bladders.	Value.
lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	No.	\$ c.
11,540	8,450	245,690	.....	47,720	699,475	895,580	700	.....	83,141 80
29,000	.....	31,250	.....	30,450	172,800	185,600	995	.....	25,784 80
425	.....	6,700	.....	200	155,400	34,200	24	.....	10,497 25
40,965	8,450	283,640	.....	78,370	1,027,675	1,115,380	1,719	.....	119,453 35
\$ c.	\$ c.	\$ c.	.....	\$ c.	\$ c.	\$ c.	\$ c.	.....	\$ 1.
6,144 75	507 00	14,182 00	.....	6,269 60	20,553 50	55,769 00	1,719 00	.....	119,453 35

ONTARIO

Return of the number of fishermen, tonnage and value of tugs, vessels and boats, fishing industry during the year 1914,

Number.	District.	Fishing material.											
		Tugs				Gasoline Launches.			Sail or Row Boats.			Gill-Nets:	
		No.	Ton- nage.	Value.	Men.	No.	Value	Men.	No.	Value.	Men.	Yards.	Value.
	<i>Lake Erie.</i>			\$			\$			\$		\$	
1	Pelee Island.....	4	115	21,500	26				12	2,815	27	50,877	6,445
2	Essex County.....								53	23,775	109	7,600	2,800
3	Kent West.....	2	49	11,500	15				41	17,725	57	25,000	5,800
4	Kent East.....					26	12,700	94					
5	Elgin West.....	7	23	15,050	16	21	9,050	67	3	200	2	78,900	11,800
6	Elgin East.....	19	619	134,500	113	9	8,600	29	1	25	1	281,600	99,060
7	Norfolk County.....	9	238	44,500	66	8	3,080	22	87	4,564	183	99,390	19,799
8	Haldimand County (to and in- cluding the Grand River).....	9	129	35,500	47	14	7,450	39	34	612	26	112,395	14,421.50
9	Port Maitland to Port Colborne...								18	538	19	12,500	665
10	Port Colborne to Niagara Falls...					2	500	4	9	345	10	13,600	529.50
	Totals.....	50	1,173	262,550	283	80	41,380	255	258	50,649	434	681,672	161,320

Return of the kinds, quantities and values of fish caught

Number.	District.	Herring, salted.	Herring, fresh.	Whitefish, salted.	Whitefish fresh.	Trout, salted.	Trout, fresh.	Pike.	Pickarel, or Dore.
		brls.	lbs.	brls.	lbs.	brls.	lbs.	lbs.	lbs.
	<i>Lake Erie.</i>								
1	Pelee Island.....		181,777		68,405			15,914	9,590
2	Essex County.....		194,349		478,187	18	125	397,396	91,248
3	Kent West.....		630,528		156,249			895,186	47,852
4	Kent East.....		448,332		64,116			646,607	35,593
5	Elgin West.....		686,685		134,611			678,021	196,298
6	Elgin East.....		2,019,311		493,218			89,001	912,493
7	Norfolk County.....		789,944		312,878		717	148,958	275,396
8	Haldimand County (to and in- cluding the Grand River).....		1,012,373		285,014		1,652	35,037	504,041
9	Port Maitland to Port Colborne...		1,000					12,924	9,067
10	Port Colborne to Niagara Falls...		17,253½		490			7,753	4,150
	Totals.....		5,981,542½		1,992,618	18	2,494	2,926,797	2,085,829
	Values.....	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
			299,077 13		199,261 80	180 00	249 40	284,143 76	208,582 90

FISHERIES.

the quantity and value of all fishing materials and other fixtures employed in the in the Public Waters of Lake Erie.

Fishing material.												Other fixtures used in fishing.					
Seines.			Pound Nets.		Hoop Nets.		Dip or Roll Nets.		Night Lines.		Spears.		Freezers and Ice Houses.		Piers and Wharves.		
No.	Yards.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	
		\$		\$		\$		\$		\$		\$		\$		\$	
2	600	150	11	3,000	.....				.....		.....		3	6,700	1	2,000
4	775	265	178	90,000	.....		2	.....	.....		.....		18	6,675	2	600
1	100	50	95	50,300	.....			.....	.....		.....		19	20,400	7	3,350
7	2,100	965	74	38,700	.....			.....	.....		.....		20	12,000	8	1,200
.....	.....	.....	73	42,200	.....			.....	.....		.....		14	9,450	9	2,500
.....	.....	.....	6	3,600	.....		4	21	550	14 50	.....		5	1,650	2	400
44	16,240	5,730	18	7,000	.....			.....	2,490	36 25	.....		18	17,270	9	3,880
4	295	158	44	26,850	.....		48	93 50	430	7 75	.....		18	10,040	6	1,650
.....	.....	.....	.....	.....	.....		14	30 50	7,440	99	.....		.....	.....	.....	.....
.....	.....	.....	.....	.....	.....			.....	500	10	.....		.....	.....	.....	.....
62	20,110	7,318	499	261,150	.....		68	153	11,410	167 50	.....		113	84,185	44	15,580

during the year 1914, in the Public Waters of Lake Erie.

Sturgeon.	Eels.	Perch.	Tullibee.	Outfish.	Carp.	Mixed and coarse fish.	Caviare.	Sturgeon Bladders.	Value.
lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	No.	\$ c.
3,644		125,927		6,930	146,715	33,980	372		30,529 12
11,065		159,142	2,699	11,268	335,038	287,957	9142		131,333 47
3,716		302,937			5,062	123,940	652		145,629 22
1,912		249,488		4,590	313,280	61,727	832	3	106,381 46
1,249		155,709		4,700	2,200	91,937	190		134,846 48
1,560		150,211	226,765	8,990	1,640	36,667			272,592 53
4,738	12	185,637	24,833	11,103	542,338	146,880			140,825 19
17,072	61	79,501		1,252	48,349	59,343	376	291	143,616 71
11,197	1	980		245	237	9,198	682	25	4,900 47
113		5,152		14	259	9,985			2,727 02
56,266	74	1,407,984	254,297	49,092	1,395,118	861,614	2,6832	319	1,113,381 67
\$ c.		\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
8,439 90	4 44	70,399 20	15,257 82	3,927 36	27,902 36	43,080 70	2,683 50	191 40	1,113,381 67

ONTARIO

Return of the number of fishermen, tonnage and value of tugs, vessels and boats, fishing industry during the year 1914,

Number.	District.	Fishing material.											
		Tugs				Gasoline Launches.			Sail or Row Boats.			Gill- Nets.	
		No.	Ton- nage.	Value.	Men.	No.	Value.	Men.	No.	Value.	Men.	Yards.	Value.
	Lake Ontario.			\$			\$			\$			\$ c.
1	Lincoln County.....					14	5,350	28	1	75	2	59,200	3,100 00
2	Wentworth County.					8	5,000	16	18	670	31	36,100	2,504 00
3	Halton County.....					18	4,560	34	4	48	4	92,400	4,383 00
4	Peel County.....					5	1,300	5				15,000	4,800 00
5	York County.....					9	2,715	18	7	470	14	34,590	2,632 00
6	Ontario County					2	550	4	3	80	4	9,150	460 00
7	Durham County					1	250	2				3,000	400 00
8	Welland County												
9	Northumberland County.....					8	2,210	17	37	1,500	65	59,880	2,750 00
10	Prince Edward County.....					29	7,125	57	85	2,700	136	242,630	10,525 50
11	Bay of Quinte (Proper).....					3	450	7	186	9,007	293	61,400	5,231 25
12	Bay of Quinte (Eastern Channel).					10	2,150	21	89	2,735	106	69,700	2,587 00
13	Wolfe Island and Vicinity)					3	1,000	7	30	1,600	56	36,200	1,370 00
	Totals					110	30,660	216	460	18,985	711	719,250	40,742 75

* 1 machine used in Niagara River.

Return of the kinds, quantities and values of fish caught

Number.	District.	Herring, salted.	Herring, fresh.	Whitefish salted.	Whitefish, fresh.	Trout, salted.	Trout, fresh.	Pike.	Pickarel or Dore.
		brls.	lbs.	brls.	lbs.	brls.	lbs.	lbs.	lbs.
	<i>Lake Ontario.</i>								
1	Lincoln County.....		380,831		17,200		35,700	300	35,800
2	Wentworth County.....		108,500		32,500		1,750	28,800	600
3	Halton County.....		117,650		9,500		17,800		
4	Peel County.....	10	39,500		12,250				
5	York County.....		26,635		22,497		9,607	60	
6	Ontario County.....		1,150		4,000		600	280	
7	Durham County.....		5,000		4,900		1,000		
8	Welland County.....							332	279
9	Northumberland County.....	12	54,500		18,493		42,143	53,081	
10	Prince Edward County.....	228½	97,061	150	224,239		352,291	31,993	831
11	Bay of Quinte (Proper).....	62	149,129	1,391	119,175	150	500	106,826	22,904
12	Bay of Quinte (Eastern Channel).....		10,550	½	48,228	2	85,253	1,896	2,537
13	Wolfe Island and Vicinity.....	1	900	2	11,461	11	37,420	24,455	1,300
	Totals.....	313½	991,406	1,413½	515,537	163	600,364	218,023	64,251
	Values.....	\$ 3,135 00	\$ 49,570 30	\$ 14,135 00	\$ 51,553 70	\$ 1,630 00	\$ 60,036 40	\$ 19,841 84	\$ 6,425 10

ONTARIO

Return of the number of fishermen, tonnage and value of tugs, vessels and boats, fishing industry during the year 1914,

Number.	District.	Fishing Material.												
		Tugs.			Gasoline Launches.			Sail or Row Boats.			Gill Nets.			
		No.	Ton- nage.	Value.	Men.	No.	Value.	Men.	No.	Value.	Men.	Yards.	Value.	
<i>Inland Waters.</i>				\$			\$			\$			\$	
1	Frontenac County					1	100		2	118	2,006	166	4,461	669 10
2	Lanark, Leeds, Lennox and Addington Counties.....					5	950		9	188	3,653	320	5,516	562 50
3	Renfrew, Carleton, Grenville, Russell and Prescott Counties..					4	1,000		4	119	1,136	109	2,020	104 00
4	Lake Simcoe					4	1,400		2	7	200	13		
5	Nipissing and Timiskaming Dis- tricts									3	345	3	1,125	45 00
Totals.....						14	7,450		17	425	7,345	611	13,132	1,386 60

Return of the kinds, quantities and values of fish caught

Number	District.	Herring, salted.	Herring, fresh.	Whitefish, salted.	Whitefish, fresh.	Trout, salted.	Tout, fresh.	Pike.	Pickereel or Dore.
		brls.	lbs.	brls.	lbs.	brls.	lbs.	lbs.	lbs.
	<i>Inland Waters.</i>								
1	Frontenac County.....	9	14,787				22	13,820	215
2	Lanark, Leeds, Lennox and Addington Counties.....			1½	12,010			8,196	
3	Renfrew, Carleton, Grenville, Russell and Prescott Counties..				100			2,010	930
4	Lake Simcoe		25		6,797		2,923		
5	Nipissing and Timiskaming Dist- ricts				2,150		1,820	1,100	70
	Totals.....	9	14,812	1½	21,057		4,765	25,126	1,215
	Values	\$ c. 90 00	\$ c. 740 60	\$ c. 15 00	\$ c. 2,105 70		\$ c. 476 50	\$ c. 2,010 08	\$ c. 121 50

FISHERIES.

the quantity and value of all fishing materials and other fixtures employed in the
in the Public Inland Waters.

Fishing Material.												Other fixtures used in fishing.				
Seines.			Pound nets.		Hoop nets.		Dip Nets.		Night Lines.		Spears.		Freezers and Ice Houses.		Piers and Wharves.	
No.	Yards.	Value.	No.	Value.	No.	Value.	No.	Value.	No. Hooks.	Value.	No.	Value.	No.	Value.	No.	Value.
		\$		\$		\$		\$		\$		\$		\$		\$
9	139	117	.....	.....	25	792	.....	.....	600	4 50	.....	.....	.....	.....	.....	.....
11	320	305	.....	.....	122	2,134	26	65 75	6,200	62 00	.....	.....	3	225	.....	.....
.....	.....	.....	.....	.....	13	229	57	156 50	9,700	204 00	.....	.....	1	10	.....	.....
1	400	150	.....	.....	.....	.....	.....	.....	4,200	70 50	46	92 20	2	650	2	100
.....	.....	.....	.....	.....	3	90	.....	.....	.....	.....	.....	.....	1	60	.....	.....
21	859	572	.....	.....	163	3,245	83	222 25	20,700	341	46	92 20	7	945	2	100

during the year 1914, in the Public Inland Waters.

Sturgeon.	Eels.	Perch.	Tullibee.	Catfish.	Carp.	Mixed and coarse fish.	Caviare.	Sturgeon Bladders.	Value.
lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	No.	\$ c.
	8,040	764		31,485		876 05			9,378 30
	30,198	6,281		66,593		126,788			15,664 15
765	785	1,300		17,195	955	23,950		100	3,142 85
		10,617			145,797	61,490			7,494 54
		35	300	2,300		1,925			794 30
765	39,023	18,987	300	117,573	146,752	301,758		100	36,471 64
\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.			\$ c.
114 75	2,341 38	949 35	18 00	9,405 84	2,935 04	15,087 90		60 00	36,471 64

ONTARIO

Recapitulation of the number of fishermen, tonnage and value of tugs, vessels and boats, industry during

Number.	District.	Fishing material.											
		Tugs.				Gasoline Launches.			Sail or Row Boats.			Gill-Nets.	
		No.	Ton- nage.	Value.	Men.	No.	Value.	Men.	No.	Value.	Men.	Yards.	Value.
			\$			\$			\$			\$	
1	Kenora and Rainy River	9	59	14,950	19	49	15,780	105	36	2,830	64	127,600	16,206 00
2	Lake Superior.....	19	302	67,200	88	6	2,850	14	78	8,695	112	869,570	44,832 00
3	Lake Huron (North Channel).....	25	512	82,600	117	43	17,500	94	73	4,322	97	996,120	58,362 00
4	Georgian Bay.....	15	305	52,000	82	36	13,120	54	87	7,620	124	1,093,990	60,119 00
5	Lake Huron (Proper)	12	194	29,950	57	17	7,550	35	93	7,103	139	568,470	31,131 00
6	Lake St. Clair, etc.....					52	13,250	114	119	3,755	204		
7	Lake Erie.....	59	1,173	262,550	283	80	41,380	255	258	50,649	434	681,672	161,320 00
8	Lake Ontario.....					110	39,660	216	469	18,885	711	719,350	40,742 75
9	Inland Waters					14	3,450	17	435	7,340	611	13,132	1,380 60
Totals.....		133	2,545	509,250	646	407	145,540	904	1639	111,199	2,526	5,069,804	414,093 35

*1 machine used in the Niagara River.

Recapitulation of the kinds, quantities and values

Number.	District.	Herring, salted.		Herring, fresh.		Whitefish, salted.		Whitefish, fresh.		Trout, salted.		Trout, fresh.		Pike.		Pickrel or Dore.	
		brls.	lbs.	brls.	lbs.	brls.	lbs.	brls.	lbs.	brls.	lbs.	brls.	lbs.	brls.	lbs.	brls.	lbs.
1	Kenora and Rainy River.....					150	995,041					161,713	760,554		922,968		
2	Lake Superior.....	1,915	781,925			313	337,561			690	1,438,842		201,387		129,307		
3	Lake Huron (North Channel)....	115	12,047			4	716,696			68	1,503,678		126,096		408,464		
4	Georgian Bay.....	239	35,254			391	415,803			558	895,776		74,044		67,828		
5	Lake Huron (Proper)	468	163,372			39	61,808			319	669,604		1,062		191,190		
6	Lake St. Clair, etc.....						46,600						62,840		46,213		
7	Lake Erie.....		5,981,542				1,092,618			18	2,494		2,926,797		2,085,829		
8	Lake Ontario.....	319	991,106			1,413	515,537			163	600,364		248,023		64,251		
9	Inland Waters.....	9	14,812			12	21,057				4,765		25,126		1,215		
	Totals.....	3,089	7,980,368	2,312	5,102,724	1,812	5,217,236	4,425,829	3,917,265								
	Values.....	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
		30,895 00	399,018 43	23,120 00	510,272 40	18,120 00	521,723 60	354,066 32	391,726 50								

FISHERIES.

the quantity and value of all fishing material and other fixtures employed in the fishing the year 1914.

Fishing material.—Continued.													Other fixtures used in fishing.			
Seines.			Pound nets.		Hoop nets.		Dip or Roll nets.		Night Lines.		Spears.		Freezers and Ice Houses.		Piers and Wharves.	
No.	Yards.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.
		\$		\$		\$		\$		\$		\$		\$		\$
			36	11,525	14	2,075							16	8,750	11	2,325
			38	6,880									19	11,200	11	3,550
			120	39,925					3,900	180 00			23	7,925	2	15,800
			9	3,900	12	350			16,900	1,710 00			20	2,465	15	1,805
7	324	410	68	19,950			29	50 00					15	5,750	4	280
57	8,989	3,759	12	2,825	163	9,465	37	155 00	4,300	131 50			37	12,700	7	2,250
62	20,110	7,315	499	261,150			68	153 00	11,440	107 50			115	84 185	44	15,580
8	670	235			532	12,570	*55	128 55	32,315	900 95	144	216 00	†193	6,055	13	890
21	850	572			163	1,245	83	232 35	21,700	344 00	45	93 2	7	245	2	100
155	30,952	12,294	788	346,155	884	27,705	272	708 80	89,525	3,430 95	190	308 20	445	139,075	137	42,580

†144 of these are spearing houses valued at \$1,440.

of fish caught during the year 1914.

Sturgeon.	Eels.	Perch.	Tullibee.	Catfish.	Carp.	Mixed and coarse fish.	Caviare.	Sturgeon Bladders.	Herring Smoked.	Value.
lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	No.	lbs.	\$ c.
95,804		500	127,133	66,420	124,730	163,860	1,685	93½		310,082 40
8,502		150	7,453	3,460		26,022				278,258 89
30,428		14,909	91,821	2,055	1,416	491,697	303			311,643 31
6,823		6,806	19,500	2,924	2,500	51,560	1,026	300		158,108 59
14,459	50	115,223	367,648	161	10,006	103,840	1,435½	25		145,581 39
40,965	8,450	283,640		78,370	1,027,675	1,115,280	1,719			119,453 35
56,266	74	1,407,984	254,297	49,092	1,395,118	861,614	2,683½	319		1,113,381 67
150	299,913	105,428	1,980	268,613	81,478	348,785			120,192	282,311 87
765	39,023	18,987	300	117,573	146,752	301,758		100		36,471 64
254,162	347,510	1,953,627	870,132	588,668	2,789,675	3,464,516	8,852½	837½	120,192	2,755,293 11
\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
38,124 20	20,850 60	97,681 35	52,207 92	47,093 44	55,793 50	173,225 80	8,852 25	502 50	12,019 20	2,755,293 11

Comparative Statement of yield for 1913-14, according to Districts.

	1913.	1914.	Increase.	Decrease.
Kenora and Rainy River District:				
Herring.....bbls.				
Herring.....lbs.				
Whitefish.....bbls.		150	150	
Whitefish.....lbs.	1,199,206	995,041		204,165
Trout.....bbls.				
Trout.....lbs.	90,058	161,713	71,655	
Pike....."	692,854	760,554	67,700	
Pickere! (Dore)....."	879,955	922,968	43,013	
Sturgeon....."	89,730	95,804	6,074	
Eels....."				
Perch....."		500	500	
Tullibee....."	177,379	127,133		50,246
Catfish....."	17,006	66,420	49,414	
Carp....."		124,730	124,730	
Mixed and Coarse fish....."	247,002	163,860		83,142
Caviare....."	2,350	1,685		665
Sturgeon Bladders.....No.	128	93½		34½
Lake Superior:				
Herring.....bbls.	12	10		2
Herring.....lbs.	299,000	781,935	482,935	
Whitefish.....bbls.	102	313	211	
Whitefish.....lbs.	373,468	337,564		35,904
Trout.....bbls.	2,262	690		1,572
Trout.....lbs.	1,401,677	1,438,842	37,165	
Pike....."	38,201	201,287	163,086	
Pickere! (Dore)....."	104,068	129,307	25,239	
Sturgeon....."	2,760	8,502	5,742	
Eels....."				
Perch....."		150	150	
Tullibee....."	873	7,453	6,580	
Catfish....."		3,460	3,460	
Carp....."				
Mixed and Coarse fish....."	110,531	26,022		84,509
Caviare....."				
Sturgeon Bladders.....No.				
Lake Huron, North Channel:				
Herring.....bbls.	155	145		10
Herring.....lbs.	19,263	12,047		7,576
Whitefish.....bbls.	251	4		247
Whitefish.....lbs.	599,140	716,696	117,556	
Trout.....bbls.	87	68		19
Trout.....lbs.	1,719,897	1,503,678		216,219
Pike....."	87,262	126,096	38,834	
Pickere! (Dore)....."	436,949	408,464		28,465
Sturgeon....."	29,981	30,428	447	
Eels....."				
Perch....."	7,804	14,909	7,105	
Tullibee....."	21,135	91,821	70,686	
Catfish....."	2,506	2,055		451
Carp....."		1,416	1,416	
Mixed and Coarse fish....."	443,491	491,697	48,206	
Caviare....."	252½	303	50½	
Sturgeon Bladders.....No.				
Georgian Bay:				
Herring.....bbls.	177½	239	61½	
Herring.....lbs.	55,150	35,254		19,896
Whitefish.....bbls.	408	391		17
Whitefish.....lbs.	374,743	415,803	41,060	
Trout.....bbls.	1,389½	558		831½
Trout.....lbs.	930,880	835,776		95,104

Comparative Statement of yield for 1913-14, according to Districts—Continued.

		1913.	1914.	Increase.	Decrease.
Georgian Bay—Continued:					
Pike.....	lbs.....	36,983	74,044	37,061	
Pickere! (Dore).....	".....	45,621	67,828	22,207	
Sturgeon.....	".....	6,889	6,823		66
Eels.....	".....				
Perch.....	".....	3,860	6,806	2,946	
Tullibee.....	".....	63,703	19,500		44,203
Catfish.....	".....	5,990	2,924		3,066
Carp.....	".....		2,500	2,500	
Mixed and Coarse Fish.....	".....	46,227	51,560	5,333	
Caviare.....	".....	835	1,026	191	
Sturgeon Bladders.....	No.....				
Lake Huron (proper):					
Herring.....	bbls.....	288	468	180	
Herring.....	lbs.....	142,404	163,372	20,968	
Whitefish.....	bbls.....	14	39	25	
Whitefish.....	lbs.....	36,217	61,808	25,591	
Trout.....	bbls.....	351	319		32
Trout.....	lbs.....	673,258	669,604		3,654
Pike.....	".....	1,593	1,062		531
Pickere! (Dore).....	".....	121,615	191,190	69,575	
Sturgeon.....	".....	14,182	14,459	277	
Eels.....	".....	3	50	47	
Perch.....	".....	49,358	115,223	65,865	
Tullibee.....	".....	243,800	367,648	123,848	
Catfish.....	".....	184	161		23
Carp.....	".....	1,600	10,006	8,406	
Mixed and coarse fish.....	".....	59,858	103,040	43,182	
Caviare.....	".....	967	145 $\frac{1}{2}$	468 $\frac{1}{2}$	
Sturgeon Bladders.....	No.....	7	25	18	
Lake St. Clair and Detroit River:					
Herring.....	bbls.....				
Herring.....	lbs.....	100			100
Whitefish.....	bbls.....				
Whitefish.....	lbs.....	70,350	46,600		23,750
Trout.....	bbls.....				
Trout.....	lbs.....				
Pike.....	".....	38,835	62,840	24,005	
Pickere! (Dore).....	".....	67,022	46,213		20,809
Sturgeon.....	".....	60,128	40,965		19,163
Eels.....	".....		8,450	8,450	
Perch.....	".....	75,493	283,640	208,148	
Tullibee.....	".....	20,050			20,050
Catfish.....	".....	70,428	78,370	7,942	
Carp.....	".....	132,665	1,027,675	895,010	
Mixed and coarse fish.....	".....	508,109	1,115,380	607,271	
Caviare.....	".....	326	1,719	1,393	
Sturgeon Bladders.....	No.....				
Lake Erie:					
Herring.....	bbls.....				
Herring.....	lbs.....	11,608,428	5,981,542 $\frac{1}{2}$		5,626,885 $\frac{1}{2}$
Whitefish.....	bbls.....	204			204
Whitefish.....	lbs.....	1,938,992	1,992,618	53,626	
Trout.....	bbls.....	18		18	
Trout.....	lbs.....	1,769	2,494	725	
Pike.....	".....	2,287,602	2,926,797	639,195	
Pickere! (Dore).....	".....	963,670	2,085,829	1,122,159	
Sturgeon.....	".....	47,976	56,266	8,290	
Eels.....	".....		74	74	

Comparative Statement of yield for 1913-14, according to Districts—Continued.

	1913.	1914.	Increase.	Decrease.
Lake Erie.—Continued:				
Perch.....lbs....	954,829	1,407,984	453,155	.....
Tullibee.....".....	42,710	254,297	211,587	.....
Catfish.....".....	26,546	49,092	22,546	.....
Carp.....".....	373,948	1,395,118	1,021,170	.....
Mixed and coarse fish.....".....	817,380	861,614	44,234	.....
Caviare.....".....	2,680½	2,683½	3	.....
Sturgeon Bladders.....No....	188	319	131	.....
Lake Ontario;				
Herring.....bbls....	182½	313½	131	.....
Herring.....lbs....	685,811½	991,406	305,594½	.....
Whitefish.....bbls....	223½	1,413½	1,190	.....
Whitefish.....lbs....	473,167	515,537	42,370	.....
Trout.....bbls....	128	163	35	.....
Trout.....lbs....	547,803	600,364	52,561	.....
Pike.....".....	221,331	248,023	26,692	.....
Pickrel (Dore).....".....	26,748	64,251	37,503	.....
Sturgeon.....".....	89	150	61	.....
Eels.....".....	191,275	299,913	108,638	.....
Perch.....".....	124,909	105,428	.....	19,481
Tullibee.....".....	3,000	1,980	.....	1,020
Catfish.....".....	279,370	268,613	.....	10,757
Carp.....".....	47,600	81,478	33,878	.....
Mixed and Coarse fish.....".....	355,931½	348,785	.....	7,145½
Caviare.....".....	1,000	.....	.....	1,000
Sturgeon Bladders.....No....	.....	.....	.....	.....
Herring, Smoked.....lbs....	88,900	120,192	31,292	.....
Inland Waters:				
Herring.....bbls....	.....	9	9	.....
Herring.....lbs....	9,440	14,812	5,372	.....
Whitefish.....bbls....	48½	1½	.....	47
Whitefish.....lbs....	10,841	21,057	10,216	.....
Trout.....bbls....	5	.....	.....	5
Trout.....lbs....	10,736	4,765	.....	5,971
Pike.....".....	50,070	25,126	.....	24,944
Pickrel (Dore).....".....	10,805	1,215	.....	9,590
Sturgeon.....".....	1,745	765	.....	980
Eels.....".....	45,742	39,023	.....	6,719
Perch.....".....	26,487	18,987	.....	7,500
Tullibee.....".....	1,167	300	.....	867
Catfish.....".....	124,412	117,573	.....	6,839
Carp.....".....	116,312	146,752	.....	30,440
Mixed and Coarse fish.....".....	240,598	301,758	61,160	.....
Caviare.....".....	.....	.....	.....	30
Sturgeon Bladders.....No....	130	100	.....	30

Comparative Statement of the yield of the Fisheries of the Province.

	1913	1914	Increase.	Decrease.
Herring.....bbls....	815	3,089½	2,274½	
Herring.....lbs....	12,819,956½	7,980,368½		4,839,588
Whitefish.....bbls....	1,251	2,312	1,061	
Whitefish.....lbs....	5,076,124	5,102,724	26,600	
Trout.....bbls....	4,222½	1,812		2,410½
Trout.....lbs....	5,376,078	5,217,236		158,842
Pike.....“.....	3,454,731	4,425,829	971,098	
Pickereel (Dore).....“.....	2,656,453	3,917,265	1,260,812	
Sturgeon.....“.....	253,480	254,162	682	
Eels.....“.....	237,020	347,510	110,490	
Perch.....“.....	1,242,739	1,953,627	710,888	
Tullibee.....“.....	573,817	870,132	296,315	
Catfish.....“.....	526,442	588,668	62,226	
Carp.....“.....	672,123	2,789,675	2,117,550	
Mixed and Coarse fish.....“.....	2,829,127½	3,464,516	635,388½	
Caviare.....“.....	8,411	8,852½	441½	
Sturgeon Bladders.....No.....	453	837½	384½	
Herring, smoked.....lbs....	88,900	120,192	31,292	
Total Barrels.....	6,288½	5,312½		
Total Pounds.....	35,815,857	37,039,956		
Total Decrease of Barrels.....				976
Total Increase of Pounds.....			1,224,099	

Statement of the yield and value of the Fisheries of the Province for the year 1914.

Kinds of Fish.	Quantity.	Price.	Value.
		\$ c.	\$ c.
Herring.....bbls....	3,089½	10 00	30,895 00
Herring.....lbs....	7,980,368½	05	399,018 43
Whitefish.....bbls....	2,312	10 00	23,120 00
Whitefish.....lbs....	5,102,724	10	510,272 42
Trout.....bbls....	1,812	10 00	18,120 00
Trout.....lbs....	5,217,236	10	521,723 60
Pike.....“.....	4,425,829	08	354,066 32
Pickereel (Dore).....“.....	3,917,265	10	391,726 50
Sturgeon.....“.....	254,162	15	38,124 30
Eels.....“.....	347,510	06	20,850 60
Perch.....“.....	1,953,627	05	97,681 35
Tullibee.....“.....	870,132	06	52,207 92
Catfish.....“.....	588,668	08	47,093 44
Carp.....“.....	2,789,675	02	55,793 50
Mixed and Coarse Fish.....“.....	3,464,516	05	173,225 80
Caviare.....“.....	8,852½	1 00	8,852 25
Sturgeon Bladders.....No.....	837½	60	502 50
Herring, smoked.....lbs....	120,192	10	12,019 20
Total.....			

Value of Ontario Fisheries from 1870 to 1914, inclusive.

Year.	Value.	Year.	Value.
	\$		\$ c.
1870.....	264,982	Brought forward.....	19,379,564 00
1871.....	193,524	1892.....	2,042,198 00
1872.....	267,633	1893.....	1,694,930 00
1873.....	293,091	1894.....	1,659,968 00
1874.....	446,267	1895.....	1,584,472 00
1875.....	453,194	1896.....	1,605,674 00
1876.....	437,229	1897.....	1,289,822 00
1877.....	438,223	1898.....	1,433,631 00
1878.....	348,122	1899.....	1,477,815 00
1879.....	367,133	1900.....	1,333,293 00
1880.....	444,491	1901.....	1,428,078 00
1881.....	509,903	1902.....	1,265,705 00
1882.....	825,457	1903.....	1,535,144 00
1883.....	1,027,033	1904.....	1,793,524 00
1884.....	1,133,724	1905.....	1,708,963 00
1885.....	1,342,692	1906.....	1,734,865 00
1886.....	1,435,998	1907.....	1,935,024 90
1887.....	1,531,850	1908.....	2,100,078 63
1888.....	1,839,869	1909.....	2,237,544 41
1889.....	1,963,123	1910.....	2,348,269 57
1890.....	2,009,637	1911.....	2,419,178 21
1891.....	1,806,389	1912.....	2,842,877 09
Carried forward	\$19,379,564	1913.....	2,674,686 76
		1914.....	2,755,293 11
		Total	62,280,304 68

STATEMENT

of the number and value of the Tugs, Gasoline, Sail and Row Boats, Nets, Spears, &c., used in the Fishing Industry of the Province of Ontario, during the year 1914.

	Number.	Value.
		\$ c.
Tugs (2,545 tons)	133	509,250 00
Gasoline Launches	407	145,540 00
Sail and Row Boats	1,639	111,199 00
Gill-Nets.....	5,069,804 yards.	414,093 35
Seines (30,952 yds).....	155	12,294 00
Pound-Nets.....	788	346,155 00
Hoop-Nets.....	884	27,005 00
Dip and Roll Nets.....	272	708 80
Baited Hooks	89,525	3,430 95
Spears	190	308 20
Freezers and Ice-Houses.....	445	139,075 00
Piers and Wharfs.....	127	42,580 00
Total		1,751,639 30

Number of men employed on: Tugs.....	646
Gasoline	904
Sail and Row Boats.....	2,526
	4,076

ANNUAL REPORT

ON

Highway Improvement

ONTARIO

1915

PRINTED BY ORDER OF
THE LEGISLATIVE ASSEMBLY OF ONTARIO



TORONTO :
Printed by A. T. Wilgress, Printer to the King's Most Excellent Majesty
1916

TO HIS HONOUR, SIR JOHN STRATHEARN HENDRIE, K.C.M.G., C.V.O., a Colonel
in the Militia of Canada, etc., etc., etc.,

Lieutenant-Governor of the Province of Ontario.

MAY IT PLEASE YOUR HONOUR:

With the increasing number of County Road Systems in the Province, difficulty in procuring prompt and complete returns of expenditure from county authorities, in time for presentation to the Legislature, has prevented the preparation of the Annual Report of the Highways Department, and in consequence, it is not deemed expedient to print the report separately, but to combine the information with a subsequent report.

Respectfully submitted,

F. G. MACDIARMID,

Minister of Public Works and Highways

Toronto, 1916.

PROCEEDINGS
OF THE
Fourteenth Annual Meeting
OF THE
Ontario Good Roads Association
1916

Appended to the Annual Report of the Deputy Minister of Highways

PRINTED BY ORDER OF
THE LEGISLATIVE ASSEMBLY OF ONTARIO



TORONTO:

Printed and Published by A. T. WILGRESS, Printer to the King's Most Excellent Majesty

1916

Printed by
WILLIAM BRIGGS
Corner Queen and John Streets
TORONTO

OFFICERS
OF THE
ONTARIO GOOD ROADS ASSOCIATION

Honorary Presidents:

N. VERMILYEA, Belleville.
J. A. SANDERSON, Oxford Station.

President:

S. L. SQUIRE, Waterford.

First Vice-President:

C. R. WHEELLOCK, Orangeville.

Second Vice-President:

J. J. PARSONS, Caledonia.

Secretary-Treasurer:

GEORGE S. HENRY, M.P.P., Todmorden.

Directors:

W. H. PUGSLEY, 57 Adelaide St. E., Toronto, York County.

K. W. MCKAY, St. Thomas, Elgin County.

MAJOR T. L. KENNEDY, Dixie, Peel County.

L. E. ALLEN, Belleville, Hastings County.

F. A. SENECA, Plantagenet, Prescott County.

DAVID CLOW, Mallorytown, Leeds County.

To the HONOURABLE F. G. MACDIARMID,

Minister of Public Works and Highways, Ontario.

SIR,—I have the honour to transmit, for publication as an appendix to the Annual Report of this Department, the proceedings of the Fourteenth Annual Meeting of the Ontario Good Roads Association, held in the York County Council Chambers, Toronto, on Tuesday, Wednesday and Thursday, February 22nd, 23rd and 24th, 1916.

I have the honour to be,

Sir,

Your obedient servant,

W. A. McLEAN,
Deputy Minister of Highways.

Parliament Buildings, Toronto.

May 1, 1916.

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Report

OF THE

Fourteenth Annual Meeting

OF THE

Ontario Good Roads Association

FIRST SESSION

Tuesday Morning, February 22nd, 1916

The President, S. L. SQUIRE, in the Chair.

THE CHAIRMAN: The first matter which we have to consider this morning is the presentation of the Report of the Executive, and I will ask Mr. George S. Henry, M.P.P., our Secretary, to present that report.

EXECUTIVE REPORT FOR 1915

MR. GEORGE S. HENRY:

Your Executive has had four meetings during the last year, the first on May 12th in Toronto. After studying the outlook for the year, the President, Mr. S. L. Squire, was instructed to interview the Hon. F. G. Macdormid, Minister of Public Works for the Province of Ontario regarding the putting in force the recent Highway Legislation. The President was also instructed to look after the interest of the municipalities before the Dominion Railway Commission *re* freight rates. The railways had made application for an order permitting an increase in the present charges. We are pleased to be able to say that the application failed.

The Secretary was instructed to write the counties not yet working under the Highway Improvement Act, that your Executive had delegated Mr. S. L. Squire, President of the Association, to address County Council meetings wherever desired. Much interest was shown and Mr. Squire has visited six counties and addressed the councils regarding Highway Improvement. There is evidence that many counties are about ready to undertake county systems of highways.

The second meeting of the Executive was held at St. Thomas in the County Buildings on the evening of July 14th. After hearing a report from the President, Mr. S. L. Squire, on his mission to several counties, he was further delegated to continue the work.

A committee was then appointed to draft a programme for the next convention.

The following day the Executive made a tour of inspection of the roads in the western part of Elgin and the eastern section of Kent County.

The third meeting was held in Toronto on the 6th of January last. At this meeting the draft programme for the present convention was approved. The President was instructed to represent the Association at the Civic Improvement Association meeting which was held in Ottawa on January 20th last.

The fourth meeting of the Executive was held last evening when final arrangements were made for this convention.

In presenting this report, the Executive feel that much progress is being made in the development of Good Roads propaganda in our Province. That the new Highway Legislation recently brought into force by order of the Lieutenant-Governor-in-Council, and the general appreciation of what Highway Improvement means for the whole of Ontario, both rural and urban, will shortly cause all the counties to undertake Highway Improvement under County Systems.

After the present world struggle has been brought to a successful conclusion, and we come back to normal life, there will be a great field for all public-spirited citizens to labour in. Ontario's resources have as yet not become known. What we can accomplish in this Province would seem only bounded by the ambition of its citizens, and you, Mr. President and Gentlemen, have almost boundless possibilities immediately within your grasp. Few bodies of public men have more influence than this Association, and consequently, few have greater responsibility. We trust that your deliberations at this Convention will bear fruit worthy of the cause.

Moved by Mr. Berryman, seconded by Mr. Vermilyea, that the Report of the Executive be received and adopted. Carried.

The Nominating Committee was selected as follows:

Messrs. J. A. Sanderson, Oxford Station; C. R. Wheelock, C.E., Orangeville; J. J. Parsons, Jarvis; L. E. Allen, Belleville; H. G. Bleecker, Belleville; David Clow, Mallorytown, J. F. Vance, Waterdown; Chas. Talbot, London; W. H. Pugsley, Richmond Hill.

SECOND SESSION

Tuesday Afternoon, February 22nd, 1916

The President, S. L. SQUIRE, in the Chair.

ADDRESS OF WELCOME

Controller John O'Neill, Toronto

Mr. Chairman and Members of the Ontario Good Roads Association: I take this opportunity of excusing the absence of the Mayor. Being Vice-Chairman of the Board of Control, it devolved upon me to take his place, and I do not wish you to think that I presume to fill his place, because he is a past master on occasions of this kind. However, I will, on behalf of the City of Toronto, extend to you a hearty welcome to our City. Toronto is very much interested in the work that you are doing. We have always taken a very active part financially and otherwise to provide good roads, not only in the City of Toronto but throughout the Province of Ontario. Toronto will continue to take an active part along that line because we feel that good roads are an absolute necessity. The highways are the natural transportation of this country. At the present time the Mayor and a number of the Controllers are at Ottawa endeavouring to safeguard in some way the accommodation of the people of Ontario in the matter of roads, and you are here to-day to provide a natural competition to the big concerns, the railways, in this country. The natural highways are the safeguards and the check valves to the railway corporations. The City of Toronto could not possibly be the great city that it is to-day without the Province of Ontario or without the support of the rural districts and of the towns and villages; and the towns and villages and the rural districts would not be as important as they are if it was not for the City of Toronto.

Controller Foster and Ex-Alderman Spence are with me and they join with me in wishing your organization the best of success and in extending to you the co-operation of the City of Toronto.

I am personally very much interested in the Ontario Good Roads Association, because I believe there is no undertaking or organization that means more to the people of the Province of Ontario than this organization, and I hope you will continue in your good work. It is a work that will be lasting, and as I said before, it will be a check valve to the railways and other transportation companies of the country. You are not here for the purpose of interfering with any great enterprise, but you are here to protect, as far as possible, the natural highways of the Province of Ontario and make them better—make them so that they will be easy to travel over. You can rest assured that the City of Toronto will be always with you in your endeavours, and we will always hope that the great undertaking that you have in hand will be stimulated and developed by your efforts. I have much pleasure in extending to you a hearty welcome to the City of Toronto.

THE CHAIRMAN: I am sure we all appreciate the very hearty welcome that has been given us by Controller O'Neill. We have always felt that Toronto has a warm sympathy for the objects which we represent, and it is very nice to be told that they are with us, and to have such strong evidence of their co-operation. We appreciate very much that the City of Toronto has seen fit to send delegates to this convention, and we trust they will feel free to take part in all the deliberations.

ADDRESS

A. M. Rankin, M.P.P., Collins Bay

Mr. Chairman and Gentlemen: I came here as an interested spectator and not to make an address. During the past few years, I have had considerable experience in highway matters. As you know, I was on the Highways Commission and have always backed up road improvement in the Legislature. The northern part of my riding is very rough, and in some districts, we have had to build bridges in connection with the Public Works Department. In the southern part we are in the Good Roads System, and I have always considered that we should build our bridges as the big railway companies do, and that we should standardize them. Our requirements could be sent to the Department early in each year, and if all the counties combined and standardized their bridges, then each spring they could send to the Department a statement and particulars of the bridges that they intended to build that year, and the Highways Department could then call for tenders for so many tons of steel. If that was done, there is no question but what this Province would save a great deal of money. I was never able to get a concrete case from which I could compare figures until last year when we did some work in connection with the Public Works Department. I knew what we were paying for steel and I knew what they were paying for steel. We had to buy another county bridge, and we asked for tenders and the figures were very much higher than for the work that was being done for the Public Works Department. Our engineer and the reeve of the county said: "These prices are away beyond the estimates: how is that?" I took the matter up and looked into it, and I found that the Public Works Department were getting better prices. I asked the Minister to permit the Chief Engineer of the Public Works Department to ask for tenders for us, and to my surprise when we got the tenders we were able to save the municipality \$325 on that one bridge. That made it perfectly plain to me that we were not buying our bridges at as close a price as we should. I see no reason why we could not buy our steel the same as the C.P.R. and the other large railway companies do, and buy it so we would save at least half a cent a pound; that would amount to a considerable sum. This is a day of retrenchment, and we want to get the most value for our money, and we want to spend our money so as to get the greatest benefit from it. I think we should take this matter up and consider it thoroughly. We have engineers in each county and they draw up designs and specifications, but why should not we have one competent bridge expert, and he could draw up a design that would suit all the requirements of all the municipalities, and then we could submit tenders to the bridge companies, and by doing the work in that way we would save a large amount of money. The Government now pays forty per cent., and that means that we will have that much more money towards road building. The Minister of Public Works has looked into this matter and is still investigating it. I put up a strong argument in order to get him to do this. The Province is paying one-third of the cost of these bridges, and they could not only save the municipalities money, but they could save money for the Province.

There was some opposition after the bridge people found out how the thing was worked out, but we got results and that was what we were after.

I am pleased to see that we have made a step forward in connection with our grants for good roads, and especially on the question of maintenance. It is true that we will have to go along carefully, but I feel sure that the results will be very

beneficial. Many counties have not come into the system and it will take a little time to get them thoroughly acquainted with the benefits. A great deal of work will be done this year. The Macdiarmid Act effects the suburban areas and in the neighborhood of cities; that is a matter to which we gave considerable thought in drawing up our report, and we investigated as to how it worked out in the vicinity of Boston and other places.

Capital has been centralized in cities and there is where we must get assistance, but we must be careful not to take too much area in proportion to the size of the city and the assessment. In the City of Kingston, which is our County Town, the people have taken to it very kindly, and I feel sure that when the application is made to the cities to establish the area and appoint the commissioners, they will be only too glad to do their part, because the expenditure must not exceed more than half a mill in any one year. The question of co-operation is being taken up both in the city and the country, and the people will soon see the benefits of good roads, and in order to secure good roads we must have co-operation from all interested parties.

I have always felt that considerable money has been lost by the way the municipal road work has been done. We should know in the fall of the year what our requirements are for material, and whatever work can be profitably done in the winter time, should be done, because in the spring the farmers are busy and the work cannot be done as cheaply. Above all things we should have qualified men to do the work. (Applause.)

MR. PUGSLEY: If I understand you, you want a bridge of a standard size, and these plans would answer for all requirements?

MR. RANKIN: Yes; a 50 foot bridge in the county of Middlesex is good enough for a 50 foot bridge in the County of Frontenac, and a bridge company will give you a better price for twenty bridges than for one. The work is all calculated at so much per pound. Some engineers like to plan their own bridges, but if this matter was laid before a committee of experts, and if they decided on a standard bridge, it would be all right, and then all the requirements of a county could be submitted before the first of March, and the Highways Department would know the number of bridges to call tenders for, and the bridge companies could figure on the work, and we would build our bridges for less money.

Q.—What is your opinion about drawing the gravel in the winter for use in the summer?

MR. RANKIN: It depends on the distance you have to haul it. I have seen some municipalities haul gravel and leave it on the side of the road, and then they have to move it over. I think one handling is preferable.

Q.—You would not recommend the drawing of gravel in the winter?

A.—No, I would put it right on the road in the summer and roll it, using one handling for the whole work.

ADDRESS

Alderman Ramsden, Toronto

Mr. Chairman and Gentlemen: You have two representatives here from the City of Toronto, Controller Foster and Ex-Alderman Spence. Some of my friends said, "Why don't you come down and visit the Good Roads Convention?" And as Chairman of the Works Committee of the City of Toronto, I thought I would come, although I am not a delegate from the City of Toronto. I have been the

representative from Toronto Council to meet The Toronto-Hamilton Highway Commission and the municipalities interested, but I am not going to tell you the position the City will take with regard to that highway. I think good highways are the best advertisement for any municipality. The Toronto-Hamilton Highway for some reason or other has not appealed to the rural municipalities as I would have desired. The Commission made the necessary arrangement with the Government of the Province of Ontario and undertook to complete the road at an approximate cost of \$600,000; the City of Toronto gladly contributed its share, 25 per cent. or \$150,000. Now, they want \$320,000 more, and as far as I am concerned, I think there is nothing left for us to do but to supply the money notwithstanding the fact that proper estimates were not made for the work. The middle of the road has been completed and they have left the two ends, so that there is no access to the City of Toronto or the City of Hamilton. We want access to a roadway towards which we have been the largest contributors, and I see no way out of it except to contribute our proper share. That does not appeal to some of my colleagues and it does not appeal to His Worship the Mayor, but when you enter into a contract the only way is to carry it through and complete it.

Mr. Gooderham has been enthusiastic in the work. He entered into it in the very best faith, but he did not know anything about road making, and he did not take proper precautions to have men to advise him as to the cost of that road, and in my opinion it will cost at least \$1,000,000 before it is completed. They are asking to-day for \$920,000, but several large bridges have to be constructed after that, and it will be a marvel to me if the road is constructed within the million dollar limit.

I do not approve of estimates being submitted to the people and the people being told that the road can be built for \$600,000, and then asking for over \$400,000 more to complete it, but if we are ever going to have good roads in the Province, we must see this job through. It is going to be a burden on some of the smaller municipalities and it will be a heavy burden for them to bear, and it will be very hard for some of the representatives to come before the people and be re-elected, but whether they are re-elected or not, the Province of Ontario must be provided with good roads. As far as I have been able to judge of the work, it has been well done and honestly handled.

I do feel, however, that when Mr. Gooderham came back to the different municipalities, he should have come to them with a straightforward statement of why the road was costing more than he expected, and if I had been on that Commission, I would have had no hesitation in doing so. I would have come back to the municipalities and said, "Gentlemen, I made a mistake, and the Commission made a mistake; we did not figure properly." But instead of that, they came back to us and said, "\$90,000 of this \$320,000 was contracted because you desired that we should use labour that we did not want to use." That was not a fair or an honest statement, and I told Mr. Gooderham so at the Private Bills Committee, and he said it might be \$90,000 or it might be \$40,000, and I say it might be 40 cents. They do not know the amount that was lost through the employment of labour in that way. I think some of the labour employed was inferior labour, they have charged back to the municipalities more than fifty per cent. for inefficient work, and it was the duty of the foreman on the job to see that they had efficient work from the workmen. We must give an object lesson to the people of this Province in the matter of good roads, and even if we have to build this road at an excessive cost, we must build it so that the people will see what a benefit it is. It

will be one of the finest roads, when completed, on the continent, unless it might be the Caribou Trail in British Columbia, and considering the time of its construction I doubt if you can get a better road than that.

I am not going to touch on the roads of the City of Toronto as I have only recently been elected Chairman of the Works Committee, but at some future time I will be in a position to tell you something about their construction.

ADDRESS

His Honour, The Lieutenant-Governor of Ontario, Sir John S. Hendrie

Mr. Chairman and Gentlemen: Last year you did me the honour of asking me to come to your Good Roads Convention and I had much pleasure in doing so, and it is needless to say that I am pleased to be here this afternoon. I do not know that there is anything that will improve the social conditions in the country and farm conditions generally more than good roads, and this convention in discussing the improvement of the public highways of the Province has undertaken a large question. I have seen and travelled on portions of the Toronto-Hamilton Highway and it is a very excellent piece of work. I speak of it as an engineer. It is a well-constructed piece of work. This Province will most likely spend millions after the war is over, and this preliminary lesson that we are having in the Toronto-Hamilton Highway may be of advantage to the rest of the Province, by leading them to employ the highest technical skill when they are estimating for their roads. Any work you do should be done by practical men directed by the highest technical skill. That is absolutely necessary in the first place to secure correct estimates and afterwards to guarantee that the work shall be carried out under these estimates. The estimates, I believe, should always be a little higher than the work is expected to cost, as estimates made with all due regard to the cost, and seemingly prudent and careful, are liable to contingencies, which are generally on the wrong side of the ledger.

I hope your deliberations at this convention will be of benefit to the Province, and I earnestly hope we will live to see the day (indeed it ought to be in the immediate future) when our road system will be very much improved. You have a large field to work in, and the enthusiasm your presence here, from all portions of Ontario, betokens, will be subjected to many a test. But you have a great work before you, and it is worthy of your efforts. I wish you every success, and in my humble way I shall be very glad to do anything I can to assist you. (Applause.)

THE CHAIRMAN: On behalf of the Good Roads Association it gives me great pleasure to express my appreciation of the warm words of welcome that we have just listened to from the Chief Executive of the Province of Ontario. It must convince us of the democracy of the issue which is before us when we find that those who are occupying the highest official positions both in the City and State are willing to give us of their time and their thought to assist us in our deliberations at this convention. It should be an incentive to every member of this Association and every delegate who is here to-day to do his utmost to bring about the consummation of those ideals which have been expressed by His Honour, the Lieutenant-Governor, and we ought to join with him in the hope that the day is

not far distant when we all may be privileged to ride over much better roads than we have the opportunity of doing at the present time.

On behalf of the Association, I wish to express our appreciation of the kind words which have been said this afternoon by the Lieutenant-Governor and by the representatives of the City of Toronto.

PRESIDENT'S ADDRESS

Gentlemen: If we follow the evolution of self-government and the rise of the present democracy from its earliest inception of theocracy, following down through the pages of history to those of the absolute monarchies, until the time when we have reached self-government such as we in Canada enjoy, it must have occurred to all who have thought of these matters that there is a thin red line which unites the past with the present—and that line is the line found in the highways of the world. Highways have played an important part in the history of every nationality. Possibly more than any other educational feature, they have played a greater part in the education of nations and in the matter of international history than anything else. A highway will perform its duty to the people equally well under any flag, and the highways of the world have in many cases not known allegiance to a single flag, but in some cases have owned allegiance to a great many flags.

As far as I know, the only countries which have not recognized the international sphere of the highway are those of China and Thibet. I need not remind you that China, when she felt she was self-contained, built about her borders a wall and said to her people inside, "Thus far and no farther," and to the people on the outside, "You can come thus far and no farther." She did not recognize the principle of national dependency, but felt that in herself she was self-contained and could perhaps develop those sciences and arts in which, at that time, she was the leader of the world. I need not bring to your memory the fact that China became self-contained and did not recognize the importance of highways which would extend beyond her borders, leaving her far behind in the race of civilization. To-day there is nothing in China that appeals to us except her population. She is a nation which does not count for anything great in the legislation of the world.

The other country to which I referred is the little hermit nation of Thibet, and the history of that country is perhaps on a parallel with that of China.

It has long since been a recognized fact that the highways of a country represent the arteries and veins of that country, and the commerce and traffic which courses in these veins is the life blood of the nation, and that those countries which have made their highways not only extend to the uttermost parts of the world, but have made these highways easy of access and have not obstructed the flow of the life blood, have become the first nations of the world. And what is true of a nation will be true of a municipality. We find, in the general application, those municipalities which have developed easy means of transportation are those which are the most progressive and the most sought after by the peoples of the world.

The history of the wealth of Egypt, or the civilization of Greece, or the power of Rome is bound up in their highways, and I am not sure but what the Divine Creator in selecting Palestine as the birthplace of Christianity recognized that in that country was the gateway to at least three continents by the roads which crossed it, and I am not sure but what that was in the mind of the Divine Creator in selecting that place as the cradle of Christianity.

If we find that the roadways of the world have occupied such prominent positions in the educational life of the people, it seems to me than when we, as an Association, meet to consider these things which promote a better understanding of the building of highways, we are simply linking the present with the past in a desire to profit by the experience of the past. I believe that no man has a right to consider the highway from a local or selfish standpoint. One of the great troubles we have to face, as an Association, is the fact that so many men see in the highway nothing but a personal convenience and treat it only from a rural standpoint. We find that men are asking the question, "How is it going to effect my little place or my own personal property?" No man should consider the highway in that narrow application, but we should consider it from a national standpoint. We believe it is of national importance. Let me suggest that if it were possible for this Association to segregate those men of selfish ideas and who have only their own interest to care for and who prefer placing their selfish interest before that of the country, if it were possible to segregate these men and place them in a colony by themselves, I am satisfied we would accomplish that one thing which makes it possible to build highways from one part of the country to the other, and we would have served our day and generation well.

The educational part of the highway cannot be overlooked. It is that which not only binds together communities, but it brings to us a better understanding of those with whom we are connected. Every nation has its national questions, and it occurs to me that one of the questions which we have to face in the Dominion of Canada, and not the least important, is the fact that we have a nation within a nation. We have two million of our population who are of French extraction, and the rest of our population lean towards the Anglo-Saxon race, and one of the great problems we have in this country is a better understanding of these peoples. I believe if it were possible to build a highway which would result in the people of Ontario more easily reaching the people of Quebec, and the people of Quebec more easily reaching the people of Ontario, so that we might compare our ideals, we would then get a broader view of this whole question, which sometimes appears to politicians as a national problem. If the people could get together more easily that problem would dissolve itself in air, and the loyal French and the loyal English would stand shoulder to shoulder and bring about a more glorious Dominion than we could possibly hope for under any other circumstances. I believe it is of national importance that Quebec, on the East, and Ontario, on the West, should have a better understanding of each other.

It happened to be my privilege during the last Convention to meet with some of the men from the Eastern part of the Province, and I found that the differences are largely conventional. I found that these Canadians were men who have common ideals with us. We English-speaking people must not forget that we owe to Champ-lain and many other noble Frenchmen not only the discovery of this country but its early exploration and settlement, and since we owe so much to the French, it seems to me we ought to have some consideration for their ideals, and no doubt a better understanding can be brought about by having an easy means of access one with the other, and then we will find that that which appeared to be a national danger will be the basis of a national consolidation.

The roadway in politics is democratic. The principle of the roadway is building for the people by the people. It was not always so. We still have some aristocratic highways in the Province of Ontario. I refer to the toll roads, but we now find that democracy is finding its place in the highways perhaps more than in any

one thing, and the toll roads are disappearing. The tramp who walks along the road is recognized by the law and protected in his rights as well as the man who may be more fortunate and who is driving on the road in a vehicle. The man who walks has rights that the man who drives has not, and it has long been recognized that the man who walks has the first right to the highway. The highways of to-day are but the footpaths of yesterday, and for that reason, since man walked before he rode, the man who walks is recognized by the law to have certain rights over the man who drives.

Democracy is not a blessing without a corresponding curse, and the curse of democracy is undoubtedly the socialistic spirit which may come from the free use of democracy. Democracy is perfectly safe so long as it has strong leaders, but it is not safe under weak leadership, and no man would like to recognize democracy in roads which would lead to socialism. The only way in which we can have our roads as they should be is by having them under strong leadership. As long as the roads of this country were developed by companies, they were managed by the company spirit and were given business management, and they were carefully attended to and cared for. Those who owned the road had a sufficient investment and they made it their interest to care for these roads, but since the toll road has been abolished and become public property, the system of management has changed from that of a business management to the system of path-masters. I leave it to you to say whether the second state is an improvement upon the first. I believe that the business management which was given to our roads under the toll road system was much better than the management that is given them under the path-master system. We do not want to see a return to the toll roads, but we want to see our roads controlled by qualified overseers. I am quite satisfied that statute labour controlled by path-masters is a national extravagance, and statute labour controlled by overseers might be an economic blessing. If there is in the Hydro-Electric that which is popular and appeals to the people, I am convinced that the greatest thing that commends it to the people is its business administration and its consolidation of municipal interests. I can readily understand that if in every municipality there was a local representative responsible for the building and controlling of the Hydro-Electric system, who might be termed a Hydro-Electric path-master, so that each municipality would have from 100 to 200 men who were responsible for the success of that institution, the Hydro-Electric systems, which have been so popular in the Province, would have been relegated to the junk-heap long ago. And it occurs to me that if we commend the Hydro-Electric because of its consolidation of interests and its business management, we ought to apply some of that management to our roads, and there is no reason why we should retain these old systems that have been in vogue so long. I believe we, as builders of good roads, should consider the question of municipal consolidation and should do all we can to bring it about. If one of the economies which may be effected in connection with the handling of our municipal affairs and the building of highways be the consolidation of interest, and if that is brought about by this war, it seems to me that the war has not been altogether in vain.

Evidence of this consolidation was shown only last week in the border town of the County of Essex when application was made for a joint commission to handle certain public utilities. One thing we should do in this Province of Ontario is to forget that we belong to a certain municipality or a certain county, and we should consider the questions from a larger sense. We should consider them from a Provincial, a Dominion, and a world-wide point of view, and then we should be able to

get some concise ideas of what would be beneficial and we would be able to accomplish that which we all desire, the betterment of the conditions of the people.

We sometimes wonder why the path-master system has been retained, and if I should answer that in a word I would answer it in a word that was given to me by one of the members of the Executive—ignorance. I am convinced that the amount of ignorance which we find in the Province of Ontario in connection with what is proposed by the Macdormid Bill and other bills bearing on the Good Roads situation is responsible for the delay in not carrying out these enactments. Ignorance to-day is undoubtedly the greatest obstacle we have in introducing a better system of highway improvement in the Province. This ignorance must be overcome. Many people get a wrong conception.

This afternoon we listened to a representative of Toronto, and he told us of the cost of the Toronto-Hamilton Highway, and he said that it would cost between \$900,000 and \$1,000,000. These figures are very likely to stagger us, and when we go back to our rural municipalities we are likely to figure up and say, "An expenditure of \$25,000 a mile is too much for any highway," but we must sit down and consider the kind of highways we want for our municipalities. We may be able to build roads sufficient for the locality for \$800 or \$1,000 a mile. A road is a road and a highway a highway, and you must have regard to the traffic conditions to which that highway is likely to be subjected. When men are considering the question of highways, the first question that should be asked is, "What traffic will that highway have to carry?" and then you are in a position to carefully consider the question of the kind of highway you will have to build. Because the highway between Toronto and Hamilton cost \$25,000 a mile is no reason why any ordinary township or county highway should cost more than \$1,000 a mile. The traffic that travels over the highway is the first thing to be considered. I do not think any man would think of going into a foundry with a number of metals tied up in a bag and say to the foundry man, "These metals are gold, silver, iron and lead, and I want you to take them and put them in your furnace and turn me out a certain design." The first question the foundry man would ask would be, "What have you in the bag?" and if you say, "It does not matter, what I want is a design," he would say, "I cannot undertake your contract without knowing the amount of heat which each one of these metals is going to be subject to; lead will melt so much quicker than some of the other metals, and some metals are more malleable than others, and I cannot possibly give you a model unless I understand the metals." Yet we find men who think they can go into the Good Roads Scheme and give a satisfactory estimate of the cost of the road without knowing the amount of traffic that is going to travel over that road.

Road building is becoming more and more a science, and it should not be left to careless path-masters, but the work should be done by thoroughly competent men. A little over twenty years ago, when the first agitation took place in the Province for better roads, we were sometimes inclined to get discouraged, but when we think of what has happened in the past twenty years we have every reason for encouragement and no cause for discouragement. More than half the counties have already undertaken the County Road System. The Government has passed different highway measures, each one more progressive than the last, and the Government of to-day feels that the question of the improvement of highways is one of the most important before the people. We have the sympathetic ear of the Government and they have given us legislation which is not only helpful but which should encourage us to do greater work.

What remains to be done is a question which must appeal to us, and it is a live question and will take up the time of this Association. It is not sufficient to say that something has been accomplished in the past, but we must be guided by the policy of the past and proceed to accomplish more in the future, and one thing that we should attempt is the bringing about of a consolidation of interest. There are those in the Province who feel that county-wide legislation is entirely too large and they are advocating that the Government grants be made to the townships and towns.

I believe, when we are through with the discussions of this Association, that we will be convinced that, if anything, the county unit is entirely too small and that roads cannot be considered in their local connection, but have to be considered in connection with their bearing upon the entire Province. Educational campaigns must be carried on. The 18 counties which have not adopted the County Road System are remaining out not because they do not desire good roads, but they have been guided largely by the failures that have occurred in counties that have undertaken the work, and they must be educated. An educational campaign is as necessary as ever in order that ignorance and prejudice may be dispelled and the national benefits of improved highways may be brought to the minds of the people.

It has been suggested that as soon as that great international struggle that we are going through at the present time is over, the people will build monuments in memory of battles and victories that have occurred, and it would be well, as a Province, that we should consider the question of spending the money upon the highways instead of building granite piers in the centre of parks. Certain highways might be selected in the Province and called after certain events or persons. For instance, we might name one the Kitchener Road, or we might name a highway after that noble little Irishman, Lord Roberts, who gave his life for his country, and who in his speeches warned the country of the danger which we are to-day facing. Why not have a Roberts Highway? The money that would be spent in a monument would help in building the highway, and the highway would be a perpetual reminder and would serve the interest of the people as well. The Government are not likely to legislate in advance of public opinion. I believe there are men enough here who have the interest of this Province at heart who could go out and create such interest in this Province that legislation will speedily follow, making it possible to place the Province of Ontario in the forefront as far as good roads are concerned, and perhaps in the forefront of the Provinces of the world.

I trust that the Convention will be filled with helpful suggestions. The purpose of the Convention is not that we may have a chance to express from the platform the ideals, which are not new, but that you may get a chance to tell your troubles and that you may have an opportunity of taking part in the deliberations of these meetings so that we may help each other, and that the monument of good roads which we have suggested can be easily a matter of the near future.

THIRD SESSION

Wednesday Morning, February 23rd, 1916

The Vice-President, K. W. McKAY, St. Thomas, in the Chair.

THE CHAIRMAN: *Gentlemen, and Representatives of the Ontario Good Roads Association:* Twenty-two years ago this month the Ontario Good Roads Association was formed. Very few of the delegates present took part on that occasion. We have succeeded during the twenty-two years in inducing at least some twenty counties to take up the matter of improving roads on the best methods that could be suggested. Part of the work of the Association has been to influence legislation, and as a result of the efforts of the Association we have now on the Statute Books of the Province of Ontario the most progressive laws relating to highways and highway improvement to be found in any Province in Canada, or State of the Union to the south of us. We regret that one half of the counties of the Province have failed to see the benefits to be derived from working under this law.

It was the desire of the Executive that at this session we should take stock as it were, and ascertain the objections that counties have that have not adopted the system. We are going to hear from representatives of the counties that have not adopted the Good Roads System as to why they have not seen fit to do so. If they desire any alterations in the present law we want to know what they are. We want everyone to feel that they are free to ask any questions at any time. One county that has only been in existence for thirty years has failed to take up this question of good roads, notwithstanding that they have among their officials some of the best informed men on the question of good roads. We have with us Mr. John A. Best, a member of the House of Commons, and he will give his views as to why the County of Dufferin has not adopted the County Good Roads System.

ADDRESS

John A. Best, M.P., Dufferin County

Mr. President and Members of the Good Roads Association: This is the first time I have had the pleasure of meeting with what I consider one of the most important bodies we have to-day in the Province of Ontario. I am supposed to tell you why we have not adopted the good roads scheme in the County of Dufferin. I think nearly everybody in the county has his own idea as to why the good roads scheme has not been adopted. We have a rather peculiar county; it is thirty-three years old, and was composed from the Counties of Simcoe, Grey, Cardwell and Wellington, and I am sorry to say that some of these counties are part of the reason why we have not adopted the good roads scheme. The County of Wellington has been the greatest sinner. I will give you my reasons for saying that. Part of the County of Wellington had good roads when that part was annexed to Dufferin.

The transportation question is one of the greatest that we have before the people to-day. Our township councils have been trying to devise ways of improving transportation, our Legislatures have been trying and so have the members of the House of Commons. I believe that the greatest cost of transportation is from the farm to the village or town where the produce is taken by the railway

companies. A great quantity of the farm produce of this Province is of a perishable nature. With good roads it can be taken to market when it is in a fresh and attractive condition, but if the roads are bad it has to be kept on the farm until it loses a great deal of its value as a food and the price is reduced by one-half. We are losing a great deal in that way by bad roads. The question is, "What are we going to do about it?"

Statute labour was all right in the days that are gone. We often see farmers doing a good day's work on the road in certain sections, but in others they spend the greatest part of the time under a shade tree. The path-master is changed from year to year and there is no system adopted. They abolished statute labour in the Township of Orillia, and after five years the Reeve told me that if any man in the township wanted to go back to the old system he would not get the approval of fifteen per cent. of the ratepayers. The township is divided into four divisions and there is an overseer for each division; these overseers are paid for their time. I don't know of any better roads in any township in the Province than they have in the Township of Orillia, considering the short time since they abolished statute labour. I say it is up to the township to abolish statute labour.

The two great reasons why we have not adopted the good roads system are first, a misunderstanding as how the money was to be spent. Mr. Campbell came to the Village of Shelburne to explain the system; there were only a few of the people there. I asked him a few questions, and from what he said about how the money would be spent the people thought the cost would be too great, and the opinion got abroad that we had to spend \$6,000 or \$7,000 a mile, and the people got the idea that there would be a Government engineer on the work and that all the money would be eaten up and they had better keep out of it. Some men who wanted to be elected to the council would go around and tell the people that if they went in for this good roads system the township would be mortgaged and that their farms would be eaten up in taxes, and they would have no better roads than they had. We will have to do in this matter what we have had to do in everything else, and that is educate the people. It is now about time to start that education. If you had asked me three years ago whether it was a good time to start a good roads agitation in Dufferin, I would have said no. Our people were very much prejudiced against automobiles, and it was no use to ask them to spend money on roads, as they thought, for the use of the city people. I am glad to be able to say that that spirit has passed away. (Applause.)

People are waking up to the fact that the farmers have been making a mistake. They were told in the first place that these would be leading roads. A farmer who starts on a bush farm does not say "If I can't clear this whole bush off in one year I won't start." If he starts to build a house he commences at the foundation and that is what we have to do in the matter of good roads. We must make a start and do some work each year and do that work in a systematic manner and do it well. I think the sooner we take hold of the Government offer the better it will be for Dufferin County. The only thing we can do is to show the people that they are making a mistake. I had a quantity of grain to ship to market before I could thrash and I had to haul it to town. There was a portion of the road that was in good shape and my team could travel on that portion fast, and with ease, and I thought to myself if the whole seven miles was like this I could take a heavier load and do the work much quicker, and I would save from \$15 to \$20 in a year, and that if that proportion

applied to the whole township we could soon get sufficient money to make all our roads good. I am glad to know that we have one man here from the County of Dufferin who is enthusiastic on this question. He was the engineer in charge of the road from Orangeville to Cooksville, Mr. Wheelock, and he is still willing to do what he can.

I am pleased to know that the Government has made such a splendid offer to the people, and if you asked me if the Government has made a mistake, I would have to say that as far as I know I could not suggest any improvement. They offered this money to the people on very fair terms and they refused to take it. I am pleased to know that the Government has gone a little further and is now willing to give 40 per cent.

If I was in the County Council I would advocate the adoption of the good roads system. I cannot say that the people are altogether to blame, they have not been properly informed as to the benefits of this system, and when they are they will advocate it. I heard one man say that only two per cent. of the members of the County Council were in favour of good roads when they first attended the County Council meeting but after they had the matter explained to them, eighty per cent. of them were in favour of it. If that result can be obtained at one meeting what effect would an educational campaign have on the people of the county? If a measure comes up in the House of Commons and I know that it is a good measure, and if I know that seventy-five or eighty per cent. of the people in my riding are opposed to it, I vote for it. I am legislating not only for the people of the County of Dufferin but for the people of the whole of Canada.

There are many good laws on our Statute Books that would not be there if we waited until the people asked for them. Twenty months ago how many people in the British Empire would say that we needed to prepare for war? Lord Roberts and a few others said we should prepare, but the people said, "These are War Lords, and we will not follow them." But we now see who was right. I say that it is the duty of the County Councillors to do their duty as they see it and not count the votes they are going to lose. If they stand by their guns and do what they know to be right and proper in the interests of the people, they will get the credit. (Applause.)

I believe that the day has come when the people are behind the public men who are trying to do their duty. I heard a neighbour say to a young man when I was a boy, "William, never get out of debt." I turned and looked at my neighbour and thought it was poor advice. But I learned that my neighbour was right because some years later he got out of debt and at the end of the next year he had the same amount as he had at the commencement of the year. That was the only year that he didn't go ahead financially. When I owed money I prepared to pay it and saved money to do so. When a man on a farm says he doesn't want his township or county mortgaged it is not good business. I know that there is not a man before me to-day, who, if he had not gone into debt, would have got along. The man who won't borrow money or mortgage his farm to make necessary improvements is no good. This country would go along very slowly if we did not borrow money. But we want to get good value for our money.

I want to tell you about two neighbours. One was a poor man when he moved into the settlement; he had only about \$400. He bought a 50 acre farm, and the neighbour across the road was lending him money. This man borrowed money at 10 per cent. and bought land all around him. In twenty-five years from

the time that man started he had made from \$10 to \$15 for every dollar that the man made who was lending him the money. He bought property that advanced in value and he became rich. It is not right to say that you are going to drive along a poor road for ever for fear of getting your township into debt. That is like a man hoarding up all his money and leaving it to his boys after he is gone, and then they spend it. I say it is better to mortgage the county and build good roads because twenty or thirty years from now there will be plenty of people in the county to pay the debt. We might just as well take a little good out of it as we go along.

THE CHAIRMAN: There is one county in this Province that occupies a rather unique position. They have a Publicity Association, and they say their county is the best agricultural district in Canada. That county is the birth-place of the Minister of Public Works, and the county from which the Deputy Minister comes and the county from which Good Roads Campbell comes, and it is the county from which most of the ideas in connection with the highway laws of the Province have originated. I refer to the County of Elgin from which I come myself. (Applause.) The County Council of Elgin on three occasions has endeavoured to pass a Highway Improvement By-law. At the January session they succeeded in getting a vote of eight to twelve in favour of the by-law; they require two more votes.

Mr. N. F. Cornell represents that county and I am going to ask him to say a few words this afternoon.

ADDRESS

N. F. Cornell, Elgin County

Mr. Chairman and Gentlemen: The County Council of Elgin has not taken advantage of the provisions of the Highway Improvement Act. The question of assuming a County Road System has been under consideration for a number of years and on two occasions the by-laws providing therefor failed to receive the support of a majority of the Council.

At the January session this year, the question was again considered and a by-law is being prepared for the June session. It is not the intention to submit the by-law to the ratepayers if a two-thirds vote of the Council representing one-half of the equalized value can be obtained. At present we stand twelve for to eight against; and it is to be hoped that at least two will be converted to the majority at this meeting as we require their assistance, if the question is to be determined this year. The Reeves and Deputies of four of the largest townships constitute our opposition and they pay more than one-half of the county rates.

Our endeavour is to break down their opposition or sufficient of it to enable us to place Elgin in line with the more progressive counties of the Province.

Among the arguments advanced in opposition to a County Road System, we find:

(1) That one township in which there is considerable gravel think they can build their own roads cheaper and that Government aid is no inducement if they have to contribute to the cost of roads in other townships.

(2) That owing to war conditions this is not a favourable time. We propose to have our by-law prepared to take effect 1st January, 1917, when the war may be over, and we will have had time to organize our County Highway Department.

(3) That many of the people are from Missouri and require to be shown what a good road really is. In East Elgin adjoining the Town of Aylmer, a sample good road has been constructed and the representatives of all the municipalities in that part of the county are good roads enthusiasts. We are looking for a practical demonstration in the way of a sample road in West Elgin and hope that the Minister of Highways and his efficient deputy will not overlook the land that gave them birth.

(4) That Members of Councils are not at all times capable of leading public opinion. Their larger experience should enable them to bring to their support the prominent men in every municipality, rather than to encourage others in opposition because they will be more numerous at the next election.

(5) That statistics published do not show what roads are costing per mile in the various counties. Some system of accounting that will enable the authorities to compile statements of cost of construction is necessary. This should set forth the special difficulties overcome in each county.

THE CHAIRMAN: There is another county in the Province in which settlement commenced about the year 1775, the earliest settlement in South-western Ontario outside of that which took place at Windsor at a slightly earlier date. It is the county from which our President comes, and the gentleman whose name is on the programme lives in the town where the earliest settlement took place. He was formerly a member of the County Council and he is here to tell you why his ideas have not prevailed. I have much pleasure in calling upon Dr. Meek, of Port Rowan.

ADDRESS

Dr. Meek, Port Rowan

Mr. Chairman and Gentlemen: I have no official standing in Norfolk at present, although from the years 1911 to 1915 I had the pleasure of belonging to the Norfolk County Council, and during that time I tried to induce the County Council to adopt the good roads scheme, but was not successful.

When the President of this Association invited me to express my views as to why Norfolk County had not taken up the Good Roads Scheme I gladly accepted the invitation, but I am rather at a loss as to how to put the matter before you. It is conceded by all that good roads are necessary. If we have poor roads in some localities there must be some reason for it. A reason that might apply to one part of the county would not apply to another. We will say that one part of the county has the necessary raw material for the building of good roads, then the transportation facilities may be good on some roads and in other sections they may be poor. One part of the county may be well settled with prosperous farmers on good land and another part with poor farmers on poor land, yet these county roads have to go through both classes of farmers and sections of land. It is hard to introduce something that is new, we are all afraid of that which is strange. We do not like to think for ourselves; we like

to have the other fellow do our thinking for us and tell us all about it. We have some of these difficulties in Norfolk County. I do not believe they are the real cause why the County Council has not taken up this Good Roads Scheme.

The man who is going to represent a township at the County Council knows that the question of good roads is going to come up before the County Council, and that he will be expected to vote on it, and at the annual meeting he asks for a show of hands of those who are for or against the County Good Roads Scheme. No explanation is made, the people know that it is something new, something out of the usual order of things, and something that is going to cost some money, that is going to increase the taxes, and they vote against it. Then this representative goes to the County Council with his hands tied. After he has been at the meeting he learns the benefits of the Act, and he probably feels that personally he would like to vote for it; this may not have happened in other counties but I know that it has happened in Norfolk County, and that is one reason why the scheme has not been taken up and adopted. The great drawback is lack of public education in regard to this whole matter.

We will suppose a case of a representative who comes to the County Council without his hands being tied. He realizes that this is the age of the gasoline engine and that the automobile is being used extensively; he is told that the auto tears up the macadam roads and throws the dust over the fields and destroys the crops. He is told that roads that were considered good roads years ago will not stand up under modern traffic. He gets a pamphlet from a cement company stating that cement is the only thing for road building, then he reads an advertisement that Tarvia is the only thing. He is absolutely confused as to the quality of the roads to be built and the kind of roads to be built. He has not sufficient faith in the Provincial Engineer to take his word for the kind of road that should be built. He knows that a Commission has been appointed by the Government to investigate the matter and he says "I will wait and see what the Government is going to do about it." About the time he finds out what the Government is going to do, the country is plunged in this great war, and he thinks the roads had better wait until the war is over. A decision was made that they would not take up the Good Roads Scheme this year. They must think that the building of good roads is a luxury and not a necessity.

To sum up the whole question; I believe the reason Norfolk County has not taken up and advanced the good roads scheme is lack of public education. I believe that if the public were educated along the lines of the value and necessity of good roads that they would demand them and the County Council would be forced to comply with the public demand. (Applause.)

THE CHAIRMAN: Dr. Meek has stated that the County Council of Norfolk has decided not to take up the good roads question this year; I will now call on Warden McDowell to tell us why they have taken that action.

ADDRESS

M. McDowell, Warden of Norfolk County

Mr. Chairman and Gentlemen: Dr. Meek has treated the question fairly from his own point of view; but I think our President gave you the real reason yesterday when he said it was due to ignorance. In my opinion it is due to the ignorance of the parties who brought the question before the County Council in the first place. (Applause.) I do not think any of us understood much about the question. It was proposed to build 110 miles of road and we were told that the whole thing could be done for \$250,000. I stated that it could not be built for any such sum, and we sent our own engineer over the proposed road, and he estimated that it would cost \$734,117, and to be very definite about it, I think added 18c. That frightened the people. That is one reason why Norfolk did not go into the county road system. We had an instance yesterday of the proposed and actual cost of roads when we heard about the cost of the Hamilton to Toronto Highway. There is nothing definite before the people. It was stated here yesterday that we have the best road laws in the world. I happened to look over the report of our Provincial Engineer and I find in that report that in Austria and Spain and Sweden and in several other countries they have far more favourable legislation in support of good roads than we have in Ontario. I am told that the Province of Quebec will lend the people money at 2 per cent. payable in 40 years, and that the payment of 2 per cent. will wipe out both principal and interest in the 40 years. That is surely more favourable terms than we are receiving from the Province of Ontario. The real reason why Norfolk County has not gone into the Good Roads System is that they are afraid of the expense. They think the roads cannot be built as cheaply as has been represented to them. I do not think I need say more. (Applause.)

MR. VANCE: Have you road material handy?

MR. McDOWELL: We have a small gravel pit, but we should have to haul it for 11 or 12 miles if we used crushed stone.

THE CHAIRMAN: I am going to call upon a gentleman who has views entirely different from those held by the Warden. I will call upon Mr. Sanderson.

ADDRESS

C. W. Sanderson, Cultus

Mr. Chairman and Gentlemen: The reason Norfolk County has not adopted the Good Roads System is through a misunderstanding; being misled and not being ready at the time the system was adopted by other counties. At the north end of our county we have any amount of gravel, and we have fairly good roads; in the southern part of the county we have clay and sand and no gravel, and that makes it very difficult and expensive to construct good roads. When the good roads agitation commenced in our county we were told that we would have to construct the roads to the satisfaction of the Provincial Engineer and that they would have to be up to a certain standard and everything up to the mark or we would not get any grant. I presume that was right in some respects.

Things have been changed since that time and I believe our people are now ready to adopt the Good Roads Scheme. If this convention was being held in the Town of Simcoe and if we had a representative from each riding in the county

the people would soon say to the County Council, "You had better pass that by-law." (Applause.) I have been informed since I have been in Toronto that we can build a half mile or a mile or two miles, as long as we take up the system and get into harness. We do not need to spend so much money until after the war. We do not need to build a road right through the county for automobiles, if we would build to the Town of Port Rowan which overlooks Lake Erie, down near Long Point, one of the grandest places there is on the shores of Lake Erie, yet you cannot drive in there with a horse and buggy some seasons of the year. It is a shame that in this age we should have to live under such conditions. This is the greatest hunting and fishing ground in the world and we have the poorest roads. It is time that we woke up. I would suggest that we pass a resolution asking the Government to give us representatives to address the people in the different counties on this question. I believe that if we had one grand convention in Norfolk County with good speakers and the Provincial Engineer to explain matters, the Good Roads Scheme would be immediately adopted.

THE CHAIRMAN: We will now hear from Mr. G. A. Fraser as to why the Good Roads Act has not been put into force in the County of Kent.

ADDRESS

G. A. Fraser, Thamesville

Mr. Chairman and Gentlemen: I am glad to say what little I can in the interest of good roads. The Warden and the Chairman of the Committee on Roads and Bridges for the County of Kent are here and I will have to be careful what I say. I do not think any county will refuse to adopt good roads because it will cost them more to build roads than it will another county; neither do I think they will refuse to adopt the scheme because their engineers may not be able to give them an accurate estimate of the cost of a road. Sensible men will overcome these mistakes. (Applause.)

When we think of the splendid efforts that have been made by the Dominion and Provincial Governments and by the Good Roads Association and the individual efforts that have been put forth to make life more attractive on the farm, we are bound to confess that it is a problem to know why some counties still are outside the scheme and have not yet adopted it.

I am aware that local conditions are determining factors. One part of our county is high and we have gravel and the roads are easy to construct. Another section of the county is very flat and requires extensive drainage, and there is no road material available. The townships where they have the material object to the County Road System because they believe they can build their roads cheaper than the average cost for the whole county. Where they have the heavy drainage charges they do not feel that they can afford to spend much money on their roads. Now my question is "Why do these different townships hold different views?" There can only be one answer and that is: "They have not properly considered the matter." If they had given the matter proper consideration, they would know, in the first place that the Ontario Highway Improvement Act has provided for just such conditions.

The drainage taxes in Kent are not a charge against the township, but they are a direct tax against the lands that are benefited. If you eliminate the drainage

taxes of these townships they would only require to levy three or four mills on the dollar to provide for all their wants. These farms that have been drained have increased in value to such an extent that they have more than repaid all the drainage charges. If you eliminate the drainage debentures, the whole debenture debt of the County of Kent is less than \$10,000. If an independent man would drive through the County of Kent and examine the roads and look into the possibilities of the county I am satisfied he would say there is not a county in the Province that would benefit more by the improvement of its highways, and he would also say that there is not a county in the Province that is in better shape financially to carry on the work of road improvement.

The people hold county councillors very strictly to account for any expenditure they make, and that makes a tendency for the county councillors to "play safe." The easiest way out is to pass the matter on to the next council. The very fact that we have practically no debt works against the county; they have a curious pride that their township or county has no debt. They forget the fact that judicious investment in the improvement of the highways would be of greater value to the county. They are like a man who possesses a gold mine and will not expend enough money to buy a shovel to get out the gold. I think we have been wasting our time in trying to educate the county councillors, I think we will have to go direct to the people. The people must be educated. The country is flooded with good road literature but the people don't read and digest it. I think this matter should be put before the people at the nomination meetings, and if the people had the privilege of asking questions and giving their views I believe we would advance the matter much more rapidly. There might be a gold mine near Toronto but, if the people did not know of it, it would not be of any benefit. If the people are told of the benefits of this Good Roads Act I am sure they will adopt it. (Applause.)

ADDRESS

W. A. McLean, Deputy Minister of Highways for the Province of Ontario

Mr. President and Gentlemen: A previous speaker has said that he believed this to be one of the most important conventions held in the Province of Ontario. I will go further, and say (and I say it earnestly), that I believe it to be THE most important annual convention held in Ontario with respect to the material progress of the Province. I do not care what other kind of transportation you may have, the public highways have always been with us and they will always stay with us. They reach to the home of every family. Every citizen has to travel on them. Like the air we breathe, it is something which we all must use. The efficient handling of the problem of good roads appeals to me as one of the great problems that Ontario has to solve.

I have always supposed the principal part of the population of the Province of Ontario to have come from England, Ireland, Scotland and France; but I am inclined to think, from what I have heard this afternoon, that a great majority of the people in the counties that have not taken up the Good Roads Scheme are "from Missouri." I believe that is the crux of the situation; the people of Ontario simply "want to be shown."

When I first became responsible for the Highway Branch of Ontario in 1910 we had a staff consisting of myself and a stenographer. To-day we have a depart-

ment. Up to the 18th of January of this year we had not a positive policy to offer to the people of Ontario. We had been paying one-third of the cost of construction, but there was talk of a change, and we could not say definitely that more would not be granted. In 1913 a Commission was appointed to look into the question, and still we could not say that year what would be done. Our report was handed to the Legislature in 1914; in 1915 the Act was passed; but until January 1916 I could not say positively when the Act was coming into force.

When the Act came into effect, in January last, the first step we took was to send to all the counties not yet taking advantage of the Act a statement showing how we believed the Highway Act would apply to each of these counties. From the responses we have received I believe these statements have attracted some attention. That is only the first step we have taken to put the case clearly before the people of Ontario. It will be followed up in other ways, and the people will be told the plain facts in such a way that they will be in a position to decide for themselves as to whether or not they are going to establish county systems.

Something was said to-day with respect to the cost of these highways. It is extremely hard for any person to answer off-hand as to the cost of a highway. I have seen good roads constructed for \$800 or \$1,000 per mile. In the County of York they are costing \$7,000 and \$8,000 per mile. All the way between these figures is the scale in Ontario, and traffic is the chief factor in determining the construction to be followed.

Some say they haven't been told what a road should cost. Here is what the engineer has to face: The County Council says, "What will it cost us to build this road?" The engineer asks, "What kind of a road do you want to build?" They say, "The cheapest kind possible." The engineer says they can construct that kind of a road in that particular county for a certain figure.

What happens? They start building the road, and soon people say, "You can improve on that," and they go on improving, and still improving, until they get a type of construction costing twice as much as the original estimate. That is one thing that can and does happen.

You all know that an experienced foreman can carry on the work of constructing a road for much less than an unexperienced man. Still another common reason for misleading estimates.

A county came to me and said, "We wish to construct a portion of our roads by contract." It was clear to me, although the contract figures were quite fair, that the county could construct the roads, if they went at it in a proper way, for much less—a thousand dollars per mile less. We told the County Council they could do this, and they said, "Our people are in a hurry for these roads and we want to let the contract, even at additional cost." These are only a few of the factors that come into play.

The Toronto to Hamilton Highway has been referred to. That is outside the discussion this forenoon, but permit me to say that the estimate of \$600,000 did not come before, nor was it sanctioned by my own Department. Our Department said definitely, in an official report, that the road could not be constructed for that figure.

Good roads are one of the greatest of public undertakings. It means to the farmer that he can produce and sell from his farm all that his land will grow, if he has a good road to the market. With a poor road he can only grow and sell what he can haul over that poor road. His opportunities are restricted. My experience

is that, by having good roads, a farmer can easily secure sufficient returns to pay any additional taxes that he would be called upon to meet.

Somebody said this morning that we should plunge into debt for good roads. I agree with that to a certain extent. I have had some experience in plunging myself. Some plunges have been fortunate, and some have not been fortunate. I would not say, "Plunge into debt," but I would say, "Assume responsibility for these roads." You do not add anything to the road mileage within your county by assuming these roads as County Roads. I would advise that you undertake their improvement on a conservative scale, but don't plunge. Assume the responsibility. If you handle the proposition in a right way you are sure of good returns.

You can do satisfactory work by imposing simply a mill and a half on the assessment, adding to that sufficient from debenture issues to construct permanent improvements, such as steel and concrete bridges. By carrying the work on somewhat slowly you will give more satisfaction and get cheaper results than if you plunge into a big scheme with the issue of a heavy debenture debt.

I cannot say that the County Road Scheme is without flaws, that it is absolutely perfect, or will operate wholly without friction. I don't know of any human scheme that will operate in that way. I can say, however, that the good features are vastly in excess of the defects. That is all you can say of any scheme. You can offer arguments in opposition to any plan. It reminds me of a certain Colonel who was out fishing with a party in New Ontario. When all the others of his party were disturbed by mosquitoes, the Colonel seemed to be immune. Some of the party said to the negro cook, "How is it the Colonel seems to escape so well from the mosquitoes?" "Well," said Sam, "It seems to me to be this way: For the first half of the night the Colonel is too full to pay any attention to the mosquitoes, and for the second half of the night the mosquitoes are too full to pay any attention to the Colonel." (Applause.)

Whatever undertaking you enter into you will have some difficulties, but I am satisfied that they will be compensated for if you carry out highway construction on a conservative scale.

It has been said that you should not enter on this scheme of highway construction because of the war. With that I sympathize to a certain extent, but I have every confidence in the outcome of this war. (Applause.) When this war is over we will have a great army returning to Canada who will have to be absorbed into the industrial life of the country, and there will be an influx of immigration. Won't it be a good thing, something that we owe to our veteran army, to be in a position to give them employment as far as possible in our highway construction? (Applause.)

Our Department is at the service of any county that is thinking of initiating the scheme, and is at the service of the counties that are operating under the plan. If any of you desire help we will be very glad to explain as clearly and as fully as we can anything that may not be understood.

I hope in the days that are to come we will be able to take steps to convince our citizens who are "from Missouri." (Applause.)

FOURTH SESSION

Wednesday Afternoon, February 23rd, 1916

The President, S. L. SQUIRE, in the Chair.

ADDRESS

Alex. Marian, Rockland

Mr. Chairman and Gentlemen: Being a delegate from the most eastern county in the Province of Ontario and bordering on the Province of Quebec, I will endeavour to give you the reasons why our counties have not taken up this scheme. The great thing is the lack of education. Another reason is the fear of the ballot-box by those who represent the different townships. We have been trying for a number of years to establish a system of good roads in Prescott and Russell, and although we have not yet succeeded I do not think our labour has been in vain. When we first suggested the matter we had only three supporters. Last year we went to a great deal of trouble and we got the President of this Association to come down and give us two addresses and I think he had a great effect on the people, because we had ten members of the County Council in favour of good roads, but that was not sufficient. While we are not discouraged, we will bring the matter up again in June and we trust that we will then have a sufficient number in favour to carry the scheme to success. The Province of Quebec lend their municipalities any amount of money at 2 per cent. for forty years, and the people near Quebec cannot understand why we cannot make such an arrangement. But we had a meeting down there and we had a member of the neighbouring county in Quebec, and when we figured the whole thing out we found that our system was just as good as that of Quebec. (Applause.) In Quebec they have to buy all the machinery for the construction of good roads, whereas in the Province of Ontario the Government not only help with the construction of the roads to the extent of 40 per cent., but they also give 40 per cent. towards the purchase of machinery. I quite agree with the remarks of our President (Mr. Squire) that good roads will bring the people of Ontario and Quebec closer together. As I said before, we are not discouraged, and I feel that when the matter is brought up in June we will be able to carry it through. (Applause.)

THE CHAIRMAN: We have a great deal of pleasure in having with us this afternoon the Honourable Finlay G. Macdarmid, Minister of Public Works and Highways for the Province of Ontario. He is a man who occupies a very large place in the hearts of all good roads enthusiasts: not only because he is the father of the Macdarmid Act, but because of his warm kindly feeling towards the work of this association and the objects for which it stands. Mr. Macdarmid will address us at this time.

ADDRESS

Hon. F. G. Macdarmid, Minister of Public Works and Highways, Toronto

Mr. President and Gentlemen: It affords me a great deal of pleasure indeed to be here this afternoon and to meet with you on this occasion. I am pleased to see, at this your 14th annual gathering, such a large number of delegates present to

take part in the discussion and proceedings. I am pleased, sir, to see you occupying the position of President of the Good Roads Association of the Province of Ontario. As the Minister responsible for that branch of the work in the Ontario Cabinet, I want to say here publicly that your work has been very highly appreciated by the Government during the past year. The interest you have taken as President of the Good Roads Association, the addresses you have delivered and the interest you have shown generally in the welfare of the organization has been appreciated very much indeed. I do not say this with any desire to flatter, but your work is well known to all the delegates, and the sacrifice of time that you have made in connection with the work is worthy of some mention on this occasion.

I have not anything in the way of a formal address to deliver to you this afternoon. One year has gone by since we last met at your annual gathering. That year has not been altogether lost as far as the good roads movement in the Province of Ontario is concerned. At the last session of the Legislature we introduced and passed a Bill that has been referred to this afternoon, which, in the opinion of those best able to judge, is a broad, comprehensive measure dealing with the road situation as we have it in the Province of Ontario. We believe that in that piece of legislation we have a well balanced road policy. It is legislation which starts at the foundation and builds up through the township system, the county system, the suburban system and leading on to the main road system.

The year that has passed has been one which has shown a very decided increase in the interest that the public generally are taking in the Good Roads Movement. We have brought that legislation into effect by proclamation of the Lieutenant-Governor, as promised when the Bill was introduced in the Legislature. From now on that will be the policy which will be pursued, and with your co-operation we trust it will work out satisfactorily in solving the large problems which we have to meet in dealing with the Good Roads situation in Ontario. We have substantially increased the amount of money that has been paid by the Government to those counties which adopt this system. The growth of the county system has not been as rapid as some would wish to see, but, nevertheless, it has been of a substantial character. The county councils that have adopted that system have gone on in a business-like way and have kept well within their own financial resources, and they are making steady progress. They are well satisfied with the progress they are making. With the additional assistance that has been given by the Government, and with the different ways of operating under the new Act, we believe it will be possible for many more counties to see their way clear to come in under the Highway Improvement Act and continue the work along these lines.

It is not necessary for me to take up your time in a discussion of the importance and value of good roads. It is no longer necessary to talk to an intelligent audience on that point. During the past fourteen years this Association has done good work in educating the people as to the value of good roads, and from an economic point of view, it is no longer needful to mention that point, because it is admitted by all that good roads are an absolute necessity.

We all know that in the Province of Ontario we occupy a leading position in the Dominion of Canada. Ontario is undoubtedly the banner Province. It is centrally situated, and the other Provinces of this great Dominion look to Ontario for a lead. I do not think our supremacy is threatened from any quarter at the present time, and the position we now occupy we will continue to occupy as the leading and first Province in the Dominion of Canada. It is necessary that we should have good roads from an economic point of view. The coming of the automobile has

increased the necessity for good roads, and the class of roads which will have to be built must be determined by the locality. There is room in the Province for all kinds of roads except bad roads. There is room for the cheap road that will cost from \$200 to \$300 a mile, for the road that will cost from \$500 to \$600 a mile, and there is room for the \$5,000 and \$6,000 a mile road. The central and outstanding feature of the policy of the Government is to assist the farmers of this country first in the building of market roads leading to the market centres. That is the central and outstanding feature of the policy as it is now on the Statute Books of the Province, and the rest of the legislation clusters around that.

It is said that we are passing at the present time through a period of stress and financial strain, and that is true, but I believe there is less depression to-day than there was a year ago or eighteen months ago. Shortly after the war broke out, there was a wave of depression passing over the country, but the people soon regained confidence, which is characteristic of the Anglo-Saxon race, and to-day there is a composure in the minds of the people of this country, and of the people of the British Empire, which is marvelous and magnificent. They have confidence in themselves and they have confidence in the outcome of the great war in which we are engaged. This is not a time for reckless financing; it is not a time for the undertaking of large capital expenditure, but yet, on the other hand, it is not a time for standing still. There can be no doubt whatever as to the outcome, and there is no doubt whatever as to the policy of the people of this country. They will be willing to carry whatever taxation may be necessary to bring the struggle to a final and successful conclusion.

I believe the representatives of the different County Councils are prepared to go forward and make at least a start in this work of road construction. Those counties that have not yet engaged in the Good Roads Movement should prepare to make all the preliminary arrangements necessary towards undertaking a County Highway System, and the Government will contribute 40 per cent. of the cost.

The discussions which usually take place at a gathering of this kind are of an extremely practical nature, and are taken part in by men who are more or less expert in the work, men who can speak with authority on the different problems in connection with the construction of roads in this Province. I have no doubt there are many men here who have had years of practical experience, who address you on the different topics from an almost technical point of view.

The Government asks for co-operation, and they ask for the fullest and freest discussion on all questions connected with the highways of the Province of Ontario. We are anxious that the legislation we have placed upon the Statute Books dealing with the road question shall reflect the best opinions of the men who know most about the subject. I feel that I am addressing a gathering of men who represent a very large body of public opinion throughout the Province of Ontario, and a body of men who have given the question some study. We have great problems to solve, and the road problem is one of them. It perhaps is more difficult to solve here than in some of the States across the border by reason of the sparseness of our population, and by reason of the fact that we lack that wealth of assessment that they have in some of the bordering States. The transportation question has been with us ever since this country started out on its career, and it has been a very large problem in Canada by reason of our small population, our immense territory and magnificent distances, and that is one reason why the problem is difficult in the Province of Ontario. When you look at the number of miles of road we have, the great extent of territory that is to be served, and the small population, you realize at once that

it is an immense proposition, but notwithstanding our drawbacks, substantial progress is being made and will continue to be made.

We hope for a great era of prosperity after this war is over and we anticipate a great rush of immigration, and we want to be prepared to meet it. We want to continue and we want you to continue the great work you have undertaken to build up the Highway System throughout the Province of Ontario, because we believe it a good investment, and that it will increase the value of the farms of this Province. In the past we have dealt liberally, as far as the great railway companies of this country have been concerned, and they have done a great work in building up the country. Now it seems to me we have to come back to a problem nearer home, a problem nearer to the individual farmer, and we must start to build up the highway system of transportation so as to enable the farmer to bring his produce to the market at the very least possible cost. On the highways of this Province we all meet on a common level; there is no fee charged, there is no ticket to purchase. When a man is on the highway there is a sense of ownership and a sense of independence to be found in no other place. Let us make these highways the best we possibly can. Mr. President and Gentlemen, I thank you for your kindly hearing. (Applause.)

THE CHAIRMAN: I am sure we are all very grateful to the Minister for his kindly and sympathetic words. We certainly feel that we should co-operate with him in every way, because when we have a friend at court such as the Minister of Public Works has proven himself to be, we should stand behind him in every way possible. We appreciate very much the kind words he has said to us. I will now ask Mr. McKay to resume the Chair, and we will continue the discussion that we were listening to this morning.

The Vice-President, K. W. MCKAY, in the Chair:

THE CHAIRMAN: From the expression of opinion I heard during the lunch hour, this morning's programme seems to give the greatest satisfaction to the delegates present, and I am sure before we get through this afternoon the experiences we will have presented to us will be found still more valuable.

ADDRESS

T. F. HINNEGAN, Wallaceburg, Warden of Kent

Mr. Chairman and Gentlemen: I was surprised to find from the programme that the first people you wanted to hear from were those who had not taken up the Good Roads System. You ask me why the County of Kent has not adopted the Good Roads System; let me say that question has been answered different times. The people of the County of Kent are willing, but they are, like some of the speakers, from Missouri, and they want you to show them.

Our debenture debt is very low, but if you lived in the Town of Wallaceburg you would know that there was a debenture debt on that municipality. A number of farmers in our county are assessed as high as \$1 and \$2 per acre for drainage, and they are satisfied to go along with the mud roads. In the part of the county that I live in there is no use constructing anything but concrete roads. Some counties have the road material right at hand and we are waiting to see what they do. I am pleased to know that things are going along smoothly and that the Province, as a whole, is getting into better shape.

I am glad to know that we have the Government behind us, and we now have a proposition that we can take back to our people and ask them to support. I don't know whether there are any delegates here who can tell us what it has cost per mile to construct roads in their county. Of course the highway between Toronto and Hamilton should not be taken into consideration. I hope the counties that go into this scheme will be governed by the engineer and work under Government inspection and do the work in a proper and workmanlike manner. The reason the County of Kent has not adopted the Good Roads Scheme is not because we are not progressive, but simply because we want to know where we are at, and there are other counties in the same position.

ADDRESS

W. J. Fisher, Stormont, Dundas and Glengarry

Mr. Chairman and Gentlemen: I was sent here to bring back all the information I could obtain for our June Session. So far we have only heard why good roads have not been adopted. I would like to hear from some of the members where they have the County Good Roads System. I proposed the adoption of the County Good Roads System four years ago at our County Council. I only had the support of three members; at the October Session last year I succeeded in having a resolution passed to draft a by-law for county good roads, but at the January Session they thought it advisable to let it stand until the June Session, and in the meantime to send a delegate to this Convention for the purpose of securing information. The whole of the County Council now want good roads, but they want to investigate and find out the cheapest and best way of constructing them, and that is what I am here for.

ADDRESS

Edward Wade Tolmie, Rodney

Mr. Chairman and Gentlemen from Missouri: While I am going to claim to be a Canadian and from the County of Elgin, one of the reasons for my opposing the Good Roads Scheme was that the resolution proposed that we adopt the scheme with the understanding that if the war lasted until 1917 we do nothing with the work, and if it lasted for five or ten years it would be just the same. The danger I saw in that was that if we adopted the scheme and the roads were designated those roads would be neglected. I want to say here that I am strongly in favour of the Good Roads Scheme. (Applause.) But when we are ready to adopt the scheme we should be ready to go on with the work. We have no right to adopt a scheme for our grandsons to carry out. The great hold-up in road building in our township was the system of Statute Labour.

I desire to congratulate Mr. Macdiarmid on his Act; it is one of the best moves that has been made in this country for the benefit of the people. Now that we have this Macdiarmid Bill we will be able to hire a Commissioner to look after our road work and we will have the help of the Government to the extent of 25 per cent. of the work. I have heard it said that the man on the back concession con-

demned the Act because the work was not done in front of his farm. He has no reason to do that, because if that man lives ten miles from the market, if the road is only five miles long, he gets the use of the whole five miles just as well as the man who lives directly on the road. Every man in the municipality derives a direct benefit from the work. (Applause.)

THE CHAIRMAN: We have now heard from all the so-called gentlemen from Missouri, and the programme now places the responsibility on the gentlemen who have been working under the Highway Improvement Act and they will now be called on to show the benefits of the Act. Some twenty counties are at present operating under the Highway Improvement Act. Most of these counties are represented here. The County of Welland was the last county to enter the ranks, and they have in charge of their work one of the oldest good road enthusiasts in this Province, if not in years, in time of service. Before calling on him I am going to ask Mr. Risdale, the Warden of Welland County, to introduce the subject, and then I will ask Major Sheppard to follow.

ADDRESS

Geo. Risdale, Niagara Falls South, Warden of Welland

Mr. Chairman and Gentlemen: We have one of the worst counties, for roads, that there are in the Province. We designated about 162 miles for improvement, and we have been building them for four years. We did not make much progress the first year, we only built two or three miles and the next year we built six or seven. At our January Session we decided to let some of the work by contract. We thought we were not getting the roads fast enough. We advertised for the construction of thirty-four miles, and the lowest tender was \$4.850 per mile and we let the contract. Our stone was costing us \$1.10 per ton, and we figured that we would be ahead by letting the contract.

If the question had been submitted to the people the first year we went in for good roads the people would have voted against it, but now that we have miles of good roads constructed you can hardly get a man who will say a word against the scheme, we cannot build the roads fast enough for them. We were in such a position before we built these roads that you could not get across the country in a wet season to save your life, if you had on a load: now we have the roads connected up so that we can travel over the county in any direction.

We are building connecting links with these roads year after year and are expending for that purpose about \$8,000 per year. While we have some soil in Stamford that is sandy, we have some of the worst clay land in the Province, and we are building clay roads to connect with the county roads, and the people are certainly getting value for their money and they are well satisfied. If the question was submitted to the people now you would not get one man out of ten who would vote against the good roads proposition. Any county that is not now in the good roads scheme, if they once get into it will stay there, and become more enthusiastic the longer they are in it.

A MEMBER: What material do you use on your roads?

MR. RISDALE: For the stone roads we use water-bound macadam nine feet wide.

A MEMBER: What do they cost under the contract system?

MR. RISDALE: All the way from \$4,000 to \$6,000 per mile. In connection with the contracts, we do the grading and build the bridges. We haven't many big bridges but we have quite a few small ones.

A MEMBER: Do you find a nine foot road wide enough?

MR. RISDALE: No, we find them a little narrow. Mr. McLean recommended us to try and get a nine foot road built first. He said to try and get the people served with a road as fast as possible and widen them afterwards. We have a first class flint rock which makes a good road.

Q.—You have the material right there?

A.—Yes, but it is at one side of the county and has to be shipped all the way across the county. We have some limestone, but it is not very satisfactory.

Q.—How are the water-bound macadam roads standing up?

A.—They are rutting a little, the maintenance is going to be quite an item. One mile and a quarter has been oiled every year, and the repairs on that portion have been practically nothing.

Q.—How do you work the township roads without the statute labour?

A.—We have four superintendents.

Q.—What is the size of your township?

A.—About six square miles, and we have it laid off in four blocks.

Q.—Why not have only one superintendent?

A.—We had only one superintendent one year and he was not a success. Any man who advocated only one superintendent would have his head cut off quick.

Q.—How do you employ these superintendents?

A.—Just for the time they work. One of them received \$180, another received \$225, and another \$280 and \$480.

Q.—Do you spend as much money on your connecting roads as you do on your trunk lines?

A.—No, we do not, there is not as much travel on them. We have two county roads that run right through the county and they get all the heavy traffic.

Q.—How much money do you spend on your township system?

A.—From \$7,000 to \$9,000 per year.

Q.—What is the assessment of the township?

A.—\$1,800,000.

Q.—How thick do you put the macadam in the county roads?

A.—Nine inches thick, rolled.

Q.—What is in the bottom?

A.—Just put it on top and crown the road to it.

Q.—Do you give your roads any particular drainage?

A.—Yes, the roads are all carefully drained; although the township is flat we have good drainage.

Q.—Was this a stone road before it went into the county road system?

A.—Most of them were clay roads. The township roads had some metal on them. Last year we expended \$240,000 on county roads. This year we propose spending \$100,000.

Q.—What is your county rate?

A.—It went up this year, but we don't object to that as long as we have good roads.

Q.—How does your county finance the good road proposition?

A.—Twenty year debentures. Equal payments.

Q.—What is the total assessment of the county?

A.—It was equalized at nineteen millions. Our equalization was appealed this year and the County Judge doubled it. The big power companies have a fixed rate.

THE CHAIRMAN: I have now much pleasure in asking Major Sheppard to address us. He will be able to give us some pointers on this important question of good roads.

ADDRESS

Major James Sheppard, County Road Superintendent, Welland

Mr. Chairman and Gentlemen: I am afraid that Mr. McKay has raised your expectations higher than I will be able to climb. I have had many years' experience as a municipal councillor and my experience with regard to road building may be of some interest. Statute labour has been mentioned a great many times. I am beginning to get the idea that we have not very much statute labour left in the Province. There is a good deal of labour that is called statute labour which is not labour at all; it is simply a system that has grown up in the Province and the people respect it, not for its usefulness but for its age.

I would like to refer you to something that happened in the Township of Niagara when road machines were first introduced. I was a great advocate for buying one of these machines and we bought the first in the Province. The first problem was how were we to work the machine. I managed to get a bill passed commuting half the statute labour, using that money to work the road machine, and it turned out to be a success. Then some men went out through the townships and said to the farmers, "Your taxes were increased \$3 or \$4 to work that road machine, and if you let that fellow in there again he will make you pay double that: and he will commute all the statute labour." At last they got me and I quit and I have not been back since. As soon as these opposing parties got in they abolished pooling the statute labour and went back to the old system, but that only lasted one year because the public got up and said, "This is no good. Why don't you go on the way you were? You were making good progress and now you have thrown it all out." And everyone of these fellows was wiped out. But another agitation was got up and they went back to the statute labour for one year; and then it was abolished and no man to-day could go into the Township of Niagara and secure five votes by wanting to go back to the statute labour system. When you once get rid of it you will never find anyone with sufficient hardihood to want to go back to it.

I want to say one thing with regard to what the people of Welland think about their road system to-day. I am not as well posted with regard to the length of time it took to inaugurate that system but it was some 6 or 7 years that the agitation went on. During the last year we spent in the County of Welland for road construction about \$232,500, and about \$2,000 for maintenance; and every man that offered himself for re-election in the County of Welland last year was re-elected so that the people evidently are in favour of good roads. Each mile of road will cost a different price because you cannot get any two miles of construction that will be exactly the same. Counties going into the Good Roads System will find that it is very hard to get anybody to tell them exactly what the road is going

to cost. In some cases freight rates are considerable; in other cases there is a long haul, and there are a great many things that have to be considered. We let a contract at \$4,850 a mile; the stone on the roads cost us on the average about \$2,500 a mile and the rest of the money is expended in work. If you go to Welland to-day you will see that we have miles and miles of flat country and it is a difficult matter to construct roads in that kind of a country. We have to make provision for drainage, but we are still progressing with the work, and if you tried to hunt up a man in Welland who is against good roads you would have considerable trouble.

If you asked the people of Welland if they were satisfied with the roads I am sure the answer would be yes. It is not a question with them as to whether they will build roads or not; they are all clamouring for roads. I cannot go anywhere but some man will come out and ask me, "When are you going to build a road up here? Are we to be without a road for years and years? Cannot you start on our road next year?" I think the County of Welland can claim that in inaugurating the Good Roads System, they did something for the benefit of the County and something that is giving the greatest of satisfaction.

THE CHAIRMAN: I am going to ask the Warden of one of the largest counties in the Province to explain the benefits derived from good roads, and I will call upon Mr. Turnbull, the Warden of the County of Middlesex.

ADDRESS

L. G. Turnbull, Komoka, Warden of Middlesex

Mr. Chairman and Gentlemen: I am sure it is a pleasure for me to be here to-day. It is the first opportunity I have had of attending a Good Roads Convention at Toronto. I know you do not want a long speech and I will try and tell you the effect of the Good Roads System in the County of Middlesex.

Middlesex was one of the first counties to adopt the Good Roads System. Away back in 1907 the County of Middlesex appointed a committee, composed of the County Engineer, Mr. Charles Talbot, myself and several others, to interview the County Councillors and Counties that had adopted the Good Roads System. We did so, and when we returned we put in a report that we thought it was a good thing. Since 1908, we have been in the Good Roads System, and I can say that to-day the County of Middlesex finds that it has been a great success; and that success has been largely due to our County Engineer, Mr. Talbot, who has taken a great interest in the work.

I do not think there is a ratepayer in the County of Middlesex who would ask to go back to the old system. Up to the end of last year we had 240 miles under the Good Roads System, and this year we took on 150 miles more, making 390 miles.

Some gentleman asked what it costs a mile. In our county we have a good many gravel pits. Where we have gravel the roads cost us from \$1,000 to \$1,500 a mile, but where we have to bring in crushed stone it will run up as high as \$4,000 a mile. Our average all over the county will run about \$1,800 to \$2,000 a mile. We have no new roads to construct. The roads that we took over were largely gravel roads. They had to be re-graded and re-surfaced. We have received altogether over \$100,000 from the Government towards our good roads. We know

that we would have to keep up these roads in any case, and the Government grant is a great help. Now we will receive forty per cent., and we think it is a good thing to get into.

From the time we went into it we have not issued any new debentures. We have paid our way as we went along and I think that is the right way to do. This year we will expend about \$50,000. I do not like debentures. When the patriotic matter came up I was opposed to issuing debentures. I opposed issuing debentures on patriotic grounds; a number of our boys have gone to the front to fight for us, and I think they are doing right, but I think it would be wrong for any county to issue debentures for patriotic purposes and make these boys pay the debt when they come back. (Applause.) I would say to any county that is going into the Good Roads System not to issue debentures but to pay as you go.

I understand that there is no statute limiting the weight of motor trucks. From the City of London a large number of motor trucks come along and some of them carry from 12 to 15 tons, and they break through our culverts and small bridges. I think the Government ought to do something to regulate the weight of these trucks.

The Good Roads System has been a big benefit to us because we have a large number of bridges in the County of Middlesex running from 60 to 280 feet, and where we have one of these large bridges to build the Government pays forty per cent. towards the cost, and that is a great help.

Q.—How many miles of road have you?

A.—Three hundred and ninety.

THE CHAIRMAN: The remarks of the Warden of the County of Middlesex have set at rest the cry that good roads cost too much, and are too expensive to build. We have with us to-day a prominent member of the County Council of Leeds and Grenville. He is also Past-President of this Association, and I would not be doing my duty if I did not call upon him to say a few words as to the benefits they have derived in his county from the Good Roads System. I have much pleasure in asking our good friend, Mr. J. A. Sanderson, to address us at this time.

ADDRESS

By J. A. Sanderson, Oxford Station

Mr. Chairman and Gentlemen: In 1910 we introduced the County Road System, and I happened to be chairman of the committee that drafted the report which was adopted almost unanimously by our County Council, but when we went back to the people we had a hard fight to get it through, simply because we were a little bit in advance of the education of the people, and that was one of the mistakes we made. You must first educate the people as to the benefits and necessity of good roads and then they will back you up in whatever you do. The farmers have a tendency to look at the worst side of the matter, and if someone goes around stating they will be taxed to a great extent for this work, they are afraid to go on with it, but when you show them the great benefits of good roads, and that their taxes are not excessive, they want good roads.

If we had first let the people know what the work was going to cost and educated them as to the benefits, we would have had no trouble whatever, but not-

withstanding the fact that we did not do this, we went ahead with the work, and we have a county road system to-day that is very satisfactory. One man went out and tried to get elected on the cry that the money would be wasted, and that fifty per cent. would be spent on overhead charges and Government engineers, but when the people saw the benefits and that the money was properly spent, that man was not elected. The men who wobble and try to get in by cries of that kind do not make themselves popular with the people. What the people want as their representatives are men of determination, men who have an interest in the welfare of the community and who are not afraid to do their duty as they see it.

I would like to say that our overhead charges in the county have not been more than four per cent. of the amount expended, and our accounts have been carefully audited by a competent auditor. That has been a surprise to the people. Many of the councillors themselves believed it would take twenty per cent. for overhead charges, but we have been able to get it down to four per cent., and that has shown the people that the business was handled in a business way and that there is no necessity to waste money in excessive overhead charges. Ninety-six per cent. of our money went into actual labour on the road, and that is the way all this work should be done. The money should be spent on the roads and not in excessive overhead charges.

THE CHAIRMAN: Mr. Sanderson brought out a strong point, and that is that the cost of administration was only four per cent. of the money spent on the roads. When we entered upon the good roads agitation some twenty years ago we were very much surprised to find that there was one county that had been carrying on a county road system for many years and in the backwoods in the Village of Madoc we found Mr. Woods who has given us the benefit of his experience on many occasions. I am now going to ask Mr. N. Vermilyea, of Belleville, to speak for the County of Hastings.

ADDRESS

N. Vermilyea, Belleville, Hastings County

Mr. Chairman and Gentlemen: I was very much impressed with the speech made before dinner by the gentleman who used the simile of the man who had a gold mine on his farm and hadn't sufficient enterprise to buy a shovel to get out the gold. I thought while sitting back in the audience what a happy people we are: we are sitting under our own vine and fig tree in Ontario, and we should all join together and do our best for the prosperity of the whole Province. Colonel Currie said yesterday in Parliament, "You know the prejudice that the Orangemen and French Canadians have towards one another, but to-day they are all in the trenches together bleeding for Canada." (Applause.) Should not that for all time blot out the prejudices of the past and make us feel that we are Canadians and that we live under the British Flag and the protection of the British Navy? Let us thank God three times a day for the many things that we enjoy. We should all work together for our common advantage and to build up a strong country and splendid institutions that we have inherited from our fathers. I think of the service of our soldiers with the greatest pride and pleasure. I only wish I had some sons who could go to the war, but they are all married and have responsibilities at home. The man on the farm who stays at home and does his duty and helps to maintain the army in the field is doing his part in this great war.

I have been in the County Council of Hastings for some years, I was elected thirty-eight years ago and I am still there. Some people down there are pretty tired of me and some in this hall think my vacant chair would be more appreciated than my presence, but the people of my township don't think that way and in the thirty-eight years I have only been opposed once. One of the biggest faults of the west is that you only elect your men for two years. Just when he is learning to do the work and when he gets some appreciation of it you turn him out in order to give another fellow a chance. One of the greatest pleasures I have in going back to the County Council is to find the fine old faces I have seen and worked with in other years. Drop that two-year-old system. When your men get in touch with the work keep them there and make them do their work and they will contribute to your advantage.

Before we had a Good Roads System in this Province and before the Government contributed anything towards good roads we had spent in the County of Hastings \$2,000,000. Don't you think when the new system came in the Government should have considered that fact? We had under that plan over 447 miles of road. We now have between 600 and 700 miles of roads under the county system with about 600 bridges. If you thought of all that work as something that you had to finish in a limited time it would frighten you, but we did not go into the system because of the immense expense but because we thought we could not afford not to go into it.

Why should you consider the cost of a whole system that perhaps won't be built for twenty years, and before you get it all completed you will have to begin and do it all over again? Take a man who paints his house; he does not say "There is no use painting this house because it will have to be done over again." When you start to build a house you do not consider the cost of every little detail, you cannot do it. You do not know the price of brick until you go to buy it, and you do not know the price of lumber. If you considered all these things first you might not build a house at all; but you say "I need a house and I have got to build that house for the comfort of my family and I am going to build it." You find that you cannot pay for it all at once and you do the best you can, and you get the house built and your family are comfortable. It is just the same with good roads.

A man may be left a farm by his father and there may be stumps all over that farm, and fences may have to be built and drainage undertaken, and it would look like a great big job if you had to do it all at once. It is just the same with a road system for a county. You should begin in a small way.

The Deputy Minister said to-day that he did not think you should plunge. He did not mean that you should not go into it at all. You should try and do something that will contribute to the comfort and happiness of the people who will live after you. I do not think it is good business to put all the burden on the people of the present generation. You should introduce into this question some of the elements of everyday life. Don't talk about the cost at the beginning; you can't afford to do without good roads.

What do bad roads mean? Loss of time, loss of employment, loss of horses, loss of everything that a farmer values—loss of personal comfort: you cannot get to your market town in less than twice the time it ought to take you. Consider what it is going to cost you if you don't have good roads. What does it mean to a man's home if he has not got the necessary conveniences. If your wife needs a pair of shoes you do not sit down and consider the cost. You simply say, "My wife needs

a pair of shoes and I will get them for her." It is just the same with farm buildings, you have got to have them. We must have good roads and we should begin according to our circumstances and build them as fast as we can. The faster you build them the better off you will be.

In Hastings if we had thought of all the difficulties we would have hesitated, but we thought of the farms that would be made more valuable if we could get a good road to them. By having good roads to get our produce to the market we can make more money. You must show a spirit of enterprise, you must allow this business maxim to apply to the public business, the same as your own business; if you do, then you will advocate good roads.

I want to say right here that I have had a lot to do with the Public Works Department of the Province of Ontario, and under every Government that has been in power and every Minister of Public Works. We have always had fair and square treatment and it is a nice thing to be able to say that we can trust the Public Works Department.

If you had a boy who said, "There is no use my going to school; that old professor is blessed with wonderful brain power, I can never hope to attain to his knowledge"; what would you think of a boy like that? You would say to him, "Do the work that comes to your hand, that professor did not get all his knowledge in a moment, he got it as a result of hard work, there is no royal road to learning." There is no royal road to good roads, it means hard knocks and hard work. Take up the responsibility; you cannot afford not to have a good road system in your county. If you neglect your opportunity it will be a great mistake. You cannot do without good roads any more than you can do without a suit of clothes. Do the work now and God will bless you. (Applause.)

ADDRESS

C. R. Wheelock, C.E., County Treasurer, Dufferin, and Engineer for Peel

Mr. President and Gentlemen: Experience is a great teacher, and I think most of the delegates are here for the purpose of getting all the knowledge they can. I am in a position to give you my experience for the past eight years. When we started into the work the same arguments were brought up as were advanced this morning, that the Government would insist on our building expensive roads, and all the benefits we would derive from their grant would be more than eaten up by overhead charges and additional expense on the work. The Highway Improvement Act calls for the roads to be constructed in accordance with the regulations laid down in the Highway Improvement Act. What are these regulations? Simply these: The road has to be built so as to accommodate the traffic passing over it. They don't say that you have to build a concrete road, a macadam road, or even a gravel road. You can build it of clay, if that will be sufficient to accommodate the traffic. What the Department does insist on is that whatever road you build, you build it properly: you must start at the bottom and have proper drainage. Form the road properly and put on the metal in a proper and workmanlike manner. They do not say that you must build a road that will cost \$800 a mile or \$3,000 a mile. They simply say whatever kind of a road you build you must build it on a scientific basis. That is right and will save you money in the end. The Department of Highways hold an Annual Conference of Road Superintendents for the

purpose of giving these superintendents the benefit of their experience. These conferences will be a great benefit to the superintendents and will help along in the good work of road construction in this Province.

We should not be afraid to enter upon the work of county road construction but we should gladly take up the work because we get every encouragement from the Department. The council of our county spent the last day of the last session in discussing the road problem. The roads in the County of Peel are about completed and it is now more a matter of maintenance. It was the opinion of the members that no matter what the roads cost they were an actual necessity, and we could not, under any circumstances, go back to bad roads. Peel has not the advantage of having the metal inside the county limits and most of it has to be shipped in. We have bought metal that cost us 40c. a ton at the quarry and when it was delivered on the road it had cost us \$3 a ton. That will give you some idea of the difficulty of getting it in.

In connection with the cost, if you say a road is going to cost \$3,000 a mile, some people talk of it as if they had to pay it all themselves. The debentures issued in the County of Peel amounted to \$260,000, the rate on that is 1 1-16 mills. That is all the ratepayer has to pay each year. That means that the farmer who is assessed for \$1,000 has to pay \$1.16. It seems to me that one trip to the market over a bad road would cost more than that. We get the benefit of what the Government allows and we have spent about \$350,000 on our road system. Our road system covers about 125 miles. That is almost completed and we expect to get the benefit of the maintenance on that. It is our duty from a military point of view to construct good roads. The financial aid we are now receiving makes it a purely business proposition. Forty per cent. towards construction and twenty per cent. towards maintenance; I cannot see how any business man can consider it and not see the advantage of working under the Act. There is nothing to eat up that forty per cent. The very same kind of bridges and culverts are built under the county road system as you build under the township system, and getting the forty per cent. for the bridges and culverts is one of the decided advantages. The township cannot very well afford to get the necessary machinery for good road building, but it is not hard for the county to buy the necessary machinery, especially when the Government pays forty per cent. of the cost.

Statute labour was all right on the roads in the old days when very little traffic went over the roads, but the increased traffic and the increased weight of traffic must be provided for. The old roads were all right for the light traffic but they will not stand the heavy motor traffic that has to pass over them in these days. We are approaching the time when the heavy traffic on the country roads will be done by motor vehicles, although we will always have the horse with us. I see that near London, England, the traffic is getting so heavy that they are tearing up their seven inch concrete bottoms and putting them in ten inches deep and in some cases one foot of concrete. The more traffic there is on a road the more use the road is to the county and we should strive to make as much use of our highways as possible. If you take up the County Road Scheme in a county where the roads have not been improved you can build your roads on a proper basis from the foundation up.

By building your county roads in the very best way and making them up-to-date in every respect you give a first-class object lesson to the township officials as to how to build a good road. My experience is that the good road system does extend to the township roads. There are several townships in our county where

all the roads are built on the same principle as the county roads, and that I consider is one very great advantage in adopting a county road system. It gives the people of the whole county an insight into the benefits of good roads and when once they have had the privilege of travelling on a first-class road they are not very willing to go back to the old system and the poor roads of the days that are gone by.

Good roads in any district are one of the sure signs that the farmers in that community are alert to their business, are progressive and have a desire to promote the welfare of the whole community; and that they are taking advantage of the blessings that have come to us through the progress that has been made in road building and other things during the past twenty years.

I trust that this movement will spread throughout the whole Province and that the day is not far distant when we will be able to travel from one end to the other of this great Province of Ontario on good roads. (Applause.)

THE CHAIRMAN: There are few counties in the Province situated as Prince Edward; it is almost an island. Conditions there are somewhat different from other parts of the Province and I am sure you would like to hear a few words from Mr. Wellington Anderson, of Ameliasburg.

ADDRESS

Wellington Anderson, Ameliasburg

Mr. Chairman and Gentlemen: I come from the old County of Prince Edward, which, I suppose, is the smallest county in the Province, and I claim it is the most important county in the Province. We have the most fertile land and the most congenial climate in the Province of Ontario. You do not have to accept my statement, you can jump in your automobiles and take a run over our excellent roads and be convinced by actual experience. When you see our beautiful little villages, lovely lakes and fine farms you will be convinced that there is no place like Prince Edward County on the North American continent. It is only nine years since the Good Roads System was established in our county, but in that short time the value of farm lands has increased by 25 per cent. (Applause.) Farms are selling down there at anywhere from \$10,000 to \$15,000 for one hundred acres of land, showing that it pays to build good roads. The County of Hastings is about four times the size of Prince Edward. They started on good roads sixty-five years ago. I got my first wife in the County of Hastings, and I have driven over their roads when I was a young man. Now we do not have to envy our neighbours because we have adopted good roads for ourselves, and everybody who travels over our roads says they are the best in the country.

We have had a lot of experiences with superintendents and engineers: we have had to discard some of them. We have made mistakes, and you cannot make anything without making mistakes. We have tried to profit by our mistakes, and we are going along now carefully. I might say for the benefit of those gentlemen present who are now adopting good roads in their county, that the cost of road construction per mile is very largely the cost of the road material, and the foundation you have to build on, that regulates the price of the road. We found that our roads varied in cost according to the soil and the foundation we had to build and the metal we had to use. In some cases we could build for \$2,200 a mile and in others we had to pay as high as \$4,000. In nine years

we have built 105 miles of roads, and we have issued debentures for \$205,000. We have about 26 miles of roads yet to build and we have \$35,000 to build them with. With the assistance that the Government are now giving us we consider that we can complete our system, and if you come down and visit us you will say that we did a very wise thing when we decided to go in for good roads.

ADDRESS

Thos. Mahoney, Hamilton

Mr. Chairman and Gentlemen: I think you have heard enough this afternoon to convince you that good roads are in the interest of every farmer. The encouragement the Government has given us will be a great incentive to progress with the work. We adopted the Good Roads System in 1902, and we had some difficulties to contend with. In the first place we had a toll road system that we had to buy out, and that cost us about \$100,000. These toll roads were not in good condition for building permanent roads on, the grades were not good and the width of the road and other things had to be changed, but notwithstanding all these difficulties we went on with the work. We have spent about \$387,000 on our county roads, and with the exception of the debentures issued it has all been raised from current revenue. Our county rate this year is almost 4 mills on the dollar. We had 157 miles of county roads and some of these roads are the most heavily travelled in the Province of Ontario. Our county is right in the path between Niagara and Detroit and for a distance of about 35 miles east and west we have a great deal of automobile traffic. Seventy-five per cent. of the traffic is through traffic, and yet the county has to maintain the roads. This is a great injustice to the county, yet 90 per cent. of the people would not go back to the old system.

Although we have spent about \$400,000 on our roads we feel that the money has been well spent. To say nothing of the social advantages, it is a great advantage to the farmer to be able to get to market at all seasons of the year. We have in our county about 240,000 acres of land and if that land increased only \$2 per acre we would be well repaid for the investment we have made in good roads. There are a great number of acres of land in the county that have increased \$20 per acre, and some as high as \$50 per acre by reason of the fact that we have good roads. During the 14 years that we have had good roads our assessment has increased \$6,000,000 and the land is assessed nearer its proper value to-day than it was before we had good roads.

I am sure, after hearing so many speakers this afternoon you are all convinced of the fact that the Good Roads System is the best thing that you could have in a county, and I hope when we come back next year we will be told that a number of counties have adopted the scheme. (Applause.)

ADDRESS

H. J. Bowman, Berlin

Mr. Chairman and Gentlemen: Every county has to grapple with this road question; the requirements of one county would not suit another. We have only five townships and an equalized assessment of 26 millions. We have two cities within our borders which, under the Macdormid Act, will have to help build

the roads. That is a feature that we very much appreciate, and I cannot see how any county that has a city can be so blind as not to get within the Highway Act. You cannot get any help from the city until you get the County Road System. We look forward to great help from our two manufacturing cities. It is only right that they should contribute. We know that in the United States the cities are still part of the county. The City of Buffalo pays upwards of 75 per cent. of Erie County taxes and it is the same with Detroit. No wonder they can have good roads. One gentleman this morning said that one township in his county that had good gravel and plenty of it objected to going into the Good Roads System because another township in the same county was less favourably situated and had no gravel. We had that same objection in the County of Waterloo when we adopted good roads in 1908. We had township roads and the much despised statute labour system; we do not think it is such a poor system and we still have it. We came to this understanding: that any money raised in a township for county roads was to be spent in that township, and we have carried that out faithfully for seven years and that system is giving perfect satisfaction and by adopting that we succeeded in sweeping away all objections to the County Road System.

We went into the County Good Roads System because we felt that we could not afford to stay out. The adjoining County of Wellington always had county roads; they have had them for fifty years. When Wellington began to get one-third from the Government and we were getting nothing we began to see that there was something wrong. Then the County of Wentworth on the other side went in and the first thing we knew they had \$100,000 from the Government. We thought we were pretty slow Dutchmen, but we said "We can't stand that. These fellows are milking the cow and we are not even getting the skim-milk," and we decided that we would adopt the County Roads System. We did it out of pure self-defence, so that these other fellows would not get all the money. Some of the townships argued that we would have to pay for it in the end, but we haven't had to pay any more taxes than any other county. For county roads we have only \$23,000 of debenture debt. If we wanted to spend a large sum of money on county roads we are in a good position to do so and we could spend \$100,000. If we put aside one mill on the dollar, just what the Provincial War Tax was last year, we could expend \$50,000 in a year. That includes the Government grant and the assistance we would receive from the cities. I do not anticipate that we will have to borrow any money, and we will get some real good roads in our county. We now have a very good road between the City of Galt and the Town of Preston, a mile and a half of road built by our County Road Superintendent with a Telford base of native rock and the Dundas stone on top and on top of that a coating of Tarvia. That makes a splendid road.

Q.—What did it cost per mile?

A.—It is 20 feet wide and cost about \$10,000 per mile. The cost depends on whether the rock is right at hand or has to be hauled a long distance. We got one carload of trap rock as an experiment. If you put Tarvia over, it does not make any difference whether it is trap rock or lime stone. I think I was the first to take up this pay-as-you-go system. We know that the City of Toronto has a large debt, and we know that the City of Detroit has much less, and we know that the tax rate is in favour of Detroit because they go on the pay-as-you-go system. Of course that cannot be done in all counties, but we intend to try and

pay as we go, and that can be done in counties where you have the gravel handy and where you have assistance from the cities.

Q.—What is the assessment of your county?

A.—At present with the two cities out we have \$26,000,000. When we first started into the County Roads System we had bridges and culverts to build, and we still have some to build. Now you will get 40 per cent. towards your bridges and culverts if you do not do a tap on the roads. We did not want to go into it wholesale—we knew this good day was coming; 40 per cent. is better than one-third and we hope it will be more in the future. I thought we were going to get aid from the Dominion but the Senate killed that and the war probably finished it. We haven't done very much in our county and Mr. McLean has been urging us to do more. The City of Galt paid us quite a sum this year and next year they will pay us \$5,000. They are satisfied; I haven't heard any objection from the City of Galt.

We hope to change the name of the other city pretty soon. They have only to pay one-half mill, and they can well afford to pay that to get good suburban roads. They have a representative who will hold office for five years. We have too many municipal men up west who only hold office for two years, but these commissioners will hold office for five years. In the seven years we have been under the county system we have received from the Ontario Government \$50,000 and it has not cost us one cent more to build our roads than it would have cost under the old system. This last year the townships each spent from \$2,000 to \$5,000 on the county roads. From that was deducted their share of the Government grant of the previous year, leaving the net amount for them to pay from \$1,500 to \$3,000. Supposing you raise for the county rate a mill on the assessment, and you have an assessment of \$20,000,000, there you will have \$20,000. You know how much each township has to contribute, and you must see that each township gets back its share of the Government grant.

Q.—That is a local arrangement?

A.—The Government does not interfere as long as you are satisfied. You must do the work on the roads; if you do not the do the work they will not give you the money. If you build a mile of good road anywhere on your County Road System they will give you 40 per cent. of the cost. We have had no trouble with Mr. McLean's Department. We are ready now to build some good roads in the County of Waterloo. We feel that the 40 per cent. from the Government will be a real help and with the 30 per cent. from the cities it will leave only 30 per cent. for the townships to raise that are near the cities. If we build some good roads costing \$10,000 a mile, the city will pay \$3,000 and the township \$3,000 and the Government \$4,000, and that will bring it within reach of the farmer. We feel well repaid for going into the Good Roads Scheme. (Applause.)

THE CHAIRMAN: We have one county that differs from all the others; it is known as the Metropolitan County of York. They are doing the most expensive work in the way of road improvement. I am going to call on Mr. Pugsley, who has been connected with the York Highway Commission from its inception.

ADDRESS

W. H. Pugsley, Richmond Hill

Mr. Chairman and Gentlemen: I have been a member of this Good Roads Association from the beginning. Major Sheppard and one or two others are present who were in at the beginning. I have always advocated good roads, and I have always advocated the County Roads System because I always considered that it was the only system that you could have. Some ten or twelve years ago we tried to get the County Road System over the whole county, there was a vote taken and it was defeated; it lay dormant for three or four years, and then we decided to ask legislation to separate the county for good roads purposes, and the Act was passed separating the north from the south and we have gone on since in the south under the Good Roads System.

Roads leading out from the City of Toronto have to be built of good solid material; they must be able to stand very heavy traffic. Our roads cost all the way from \$1,500 to \$15,000. I am not in love with the system advocated by Mr. Bowman, from Waterloo, that every dollar raised in a township should be spent in that township, although it may work out all right in Waterloo County. Our roads run east and west and north and south from the City of Toronto. We have five or six roads running out of Toronto; these roads are joined up with our market towns as well as with the City of Toronto. They all lead to Toronto because that is the central point. If the farmer wants to go to his local market he can get there on one of our good roads.

We have found that one of the important things to do in commencing to build a good road is to go over the road and grade it properly. If the road is at all springy or has any wet spots, the first thing we do is to underdrain that road and fix those wet spots so that they will be well drained. If you try to build a road on a wet foundation you will find that the first spring your road will go down at the wet spots and you will have to commence repairs and perhaps rebuild.

When we first started there was a certain amount of opposition,—the people did not know what it was going to cost,—but to-day I do not think you could find one man in the southern part of the county who would oppose good roads. The only cry now is go on and build more roads. The northern part of the county objected, and we started in the south in 1911, and we have built some 80 or 90 miles of roads.

Our good friends in the northern part of the county came down to the County Council at the last session and passed a by-law to amalgamate and go in with the south and build good roads. They have had a good object lesson and although they would not agree five years ago, there was only one man who objected when the matter was brought up at the last session. He thought it should go to the people but he could not get a seconder to his resolution. We have \$200,000 from the City of Toronto and \$200,000 from the Government. It seems to me that it is only ordinary common sense to proceed with the good work. Some people say these roads cost too much money. That is up to you: the Government don't build the road, it is built under your own commissioners. With the exception of the money we have paid for stone every dollar has gone into the hands of teamsters and workmen who have been employed on the roads. The people from the north have to pass through the southern part of the county to get to the City of Toronto and they should pay their share of building the roads.

I would like to see all the counties in the Province take up this scheme. I would like to see one or more good roads from one end of the Province to the

other. The people like to travel and from a military standpoint it would be a great benefit. I think, Mr. Chairman, I am safe in saying that the County of York are well satisfied and would not care to go back to the old system.

ADDRESS

R. W. Longmore, Wilton

Mr. President and Gentlemen: I think perhaps the story Mr. McLean told is very appropriate and you are all too full to bother with me at all. However, I am glad to have this opportunity of speaking if I can be of any assistance in inducing anyone to go into the Good Roads System. We have not been in it long enough to have done very much, but wherever we have a piece of first class road, according to the Government specifications, the people there all want more. We have not been expending money enough on our maintenance. When we first adopted the System every township seemed to want all the roads they could get, and we built more than we could handle, and we have not been able to keep them in the best of repair.

We have been trying to work on the pay-as-you-go plan, and our assessment is too low to do that. We have so many changes in the personnel of the county that the new men are not used to the hundreds of thousands of dollars; they are afraid of debentures, but so far we have not much of a debenture debt. The majority of the county councillors who have been there for a few years have made up their minds we must have more roads, and had it not been for the war, we would have provided for another road outfit. I have nothing to say about the system except in commendation of it, and I often wonder why counties don't see their way clear to go into it. We had a big debenture debt a few years ago, but that has all been paid off but about \$20,000.

THE CHAIRMAN: I understand we have with us to-day a gentleman who has had considerable municipal experience and also considerable experience in the Legislature. He comes from a county which has not adopted the Good Roads System, and I have much pleasure in asking Mr. Anderson, of the County of Bruce to address us.

ADDRESS

J. G. Anderson, Lucknow

Mr. Chairman and Gentlemen: At this hour in the afternoon, I think it would be very unwise for me to occupy any of your time. I may say, however, that I have thoroughly enjoyed the deliberations this afternoon. When the Chairman called out the County of Bruce, I did not respond to that invitation; I was rather ashamed that the County of Bruce had not adopted the Good Roads System, but I may say it is through no fault of mine. Eight years ago I had the privilege of being a member of the County Council of Bruce, and owing partially to my efforts, we had the County Council almost on the verge of adopting the system; all that was lacking was the passing of the by-law, which of course is an important matter. That is as far as it has gone for eight years.

I was not a member the next year, but I returned in January of this year. The invitation from this Association to the Wardens was received in due course

by the Warden of Bruce County. They are good hard-headed Scotchmen up there, but good fellows and if you can show them it is a good thing they will adopt your scheme. They did a grand thing in voting no less than \$90,000 for patriotic purposes in 1915. (Applause.) But the Council actually brought in a report that no action be taken either in sending a delegate to this Convention or to secure the Good Roads System. That was a queer thing to do after voting \$90,000 for patriotic purposes. I did not like the report and moved an amendment to this effect that a committee be appointed to consider the question of road improvement in Bruce County and attend the Convention if they desired and report at the June session. The Council voted down the report of the Road and Bridge Committee and carried my amendment. That is the way the question stands so far as Bruce County is concerned and I have a hope, faint though it is, that Bruce County will join in the number of the counties that have come under this scheme.

THE CHAIRMAN: If there is any other representative from any County who desires to say anything, we would be very pleased to hear from him, or if there are any questions to ask, we would be pleased to have them now.

MR. EASSON, Peterborough County: In some of the counties there are some back townships that are not very highly assessed, I think there is nothing in the Highway Act which says anything about the grant to those townships; I have not heard anybody speak of those townships being in the County Roads System.

THE CHAIRMAN: I think that is a matter to be considered in the passing of the by-law.

MR. McLEAN: It is customary when such townships are in the county to leave them out of the County Road System and give them an annual grant in lieu of good roads.

MR. TALBOT: Under the old Act it was necessary for the county to make an estimate of the proposed County Road System in detail as to the cost of bringing the work and construction of the roads to completion. That is eliminated under the new Act.

MR. McLEAN: We usually have an approximate estimate for the consideration of our Department, but it is not required at the time the by-law is presented, nor has it to be approved in the same way as formerly.

MR. TALBOT: In lieu of that you have an annual estimate that we must submit to the Department of Public Works and explain the expenditure for the current year and the succeeding years?

MR. McLEAN: Yes, we require an annual estimate of what a county intends to spend. We find when a county prepares an estimate at the initiation of the scheme, it is on a certain type of construction, but their ideas so often change after the scheme is inaugurated that it only causes confusion. I think I spoke of that point this morning in referring to estimates. After all it is the annual expenditure that must be considered.

I was up in Victoria County the other day and spoke to the road men. I pointed out that the present township expenditures in the county aggregated about \$50,000 annually. That seemed considerable to them because they had not thought that their county spent so much. When I pointed out that, in ten years' time, it came to half a million or more, they were astonished. That is what is happening all over Ontario. After all, it is the annual expenditure that you are able to meet that we consider.

MR. HARRIS, Lennox and Addington: I would like to know how much moneys are paid in from automobile licenses which go back directly on the roads?

THE CHAIRMAN: I understand the license fee is increased, but it is not ear-marked for road purposes.

MR. HARRIS: I would like to know how much the automobiles which wear out our roads so quickly pay into our Government?

MR. McLEAN: Since we started to place a fee on automobiles, they have paid into the Province approximately three-quarters of a million. In the same period we have paid out in subsidies two and a quarter millions. For this year, 1915, the income will approximately equal our expenditure under the Act. The object in increasing the tax on autos was to spend more on the roads. Our intention is to spend what we receive from the automobile tax on road improvement.

MR. ANDERSON: Would this be spent on the Toronto-Hamilton Highway?

MR. McLEAN: No, we have not paid out anything on the Toronto-Hamilton Highway.

FIFTH SESSION

Thursday Morning, February 24th, 1916

The President, S. L. SQUIRE, in the Chair.

THE CHAIRMAN: As we intimated last night, the first subject to be considered this morning will be that of "Financing Good Roads." It requires material to build them, but I fancy if it was not for the money that is required to pay for the road, we would all go in for more extensive building than we have in the past. Mr. McKay has made a study of this question perhaps not from a practical standpoint, but from the standpoint of a man who has been interested in good roads for many years.

ADDRESS

"FINANCING GOOD ROADS"

K. W. McKay, Vice-President, St. Thomas, Ontario

Mr. Chairman and Gentlemen: I am afraid that most of you will be disappointed in what I have to say just as much as I was when I began to look into the question. In studying the question, my first find was that good roads must be paid for and that there are no bargains as far as *good* roads are concerned. I found also that expenditures for good roads are an investment that return the cost many times over before the debentures that may be issued for them are paid. I also find that all questions pertaining to the financing of good roads resolve themselves into the consideration of legislation.

Our municipal institutions are an evidence of the extent to which a representative government approves of our co-operation for the equalization of opportunity and expense.

In the development of the highway laws of Ontario the aim has always been to provide for a better equalization of expense. Unless highway legislation does provide for complete equalization, it is not perfect and is a subject for further consideration on the part of municipal councils and the Legislature, so that the funds required may be derived from the proper sources. Previous to the passing of The Highway Improvement Act, bridges on county and boundary lines between local municipalities were constructed and maintained by the county; this had the effect of equalizing the cost of these improvements. The object of The Highway Improvement Act was to extend the same principle to the construction and maintenance of such roads as the county council might assume. Whether this Act is complete in its present form or not is a matter worthy of careful consideration.

The Highway Improvement Act

The Highway Improvement Act has been adopted in one-half of the counties and the fact that the remaining counties have been slow to appreciate the advantages to be derived from a system of county roads suggests that the legislation is not as complete as they would like it to be. With a view to inducing these to consider the matter, the proportion of first cost payable by the Province has been increased and provision has been made to assist counties in the subsequent maintenance of highways constructed under the Act. It is doubtful, however, if this inducement will bring in all of the remaining counties.

When a county road is constructed it is generally of a higher standard than the average township road and the benefit derived by the district in which it is located is proportionately greater. Property values are largely influenced by improved transportation facilities, be they in the form of steam railways, electric lines or well-built roads. When a county completes a system of roads under the provisions of The Highway Improvement Act, the value of the property is increased because local transportation facilities are improved. The townships in which the roads are located are relieved of the care of many of the more important highways and the citizens generally derive a direct benefit from this as well as from the improved means of transportation in their midst.

The cities and towns in which the markets of a county are located also derive considerable benefit from the improved means of transportation leading thereto. The supervision of the location of county roads by the Provincial Highway authorities is necessary to ensure connecting systems of improved roads throughout the Province. This provides for inter-county communication to an extent that was unknown previous to the improvement of the roads.

The present legislation appears to be lacking in two respects if perfect equalization is desired. Townships in which county roads are located should be required to make a direct contribution towards the cost of construction and maintenance and the councils should have the right of shifting their liability to the property owners benefited by the construction of the roads. That public improvement does increase the value of land is well recognized, but there is no hard and fast plan for determining the benefit derived. This can only be fixed after each individual case has been considered by an engineer competent to report thereon. To enable this to be carried out, each township should be looked upon as a construction area in so far as county roads located therein are concerned and their contribution to the cost of the roads limited to from twenty to thirty per cent.

If a township council decides that the man living on a back concession should pay the same rates of taxation as the man living on an improved highway whose property has been largely increased in value thereby, the question of assessment for benefit may be eliminated. If the council decides that the land owners fronting on or contiguous to the road should make a direct contribution towards the cost of construction, the procedure laid down in The Drainage Act should then be applied for the apportionment of the cost payable by the township amongst the landowners benefited. There is considerable difference between assessment for frontage and assessment for benefit, for there are properties that would derive no benefit whatever from the construction of an improved highway.

A by-law passed by a county council designating a system of county highways comes into effect when the by-law is approved by the Lieutenant-Governor-in-Council and the county at once assumes every liability for the maintenance and improvement of the roads therein designated. This is a large responsibility to be assumed without having had an opportunity of making provision therefor. It would be very much in the interests of economy and good financing if by-laws could be approved to take effect at a future date to enable the council, before assuming any liability, to arrange the details connected with the organization of a County Highways Department including the preparation of plans, specifications and estimates for the first year's work and the engagement of men and the purchase of material and machinery necessary. These are matters that a council would not be justified in deciding definitely until the by-law was passed and approved.

The present Act is sufficient in this respect if it is understood that a by-law passed by a county council to take effect at a future date, when otherwise satisfactory, will be approved by the Lieutenant-Governor-in-Council.

If The Highway Improvement Act is amended as suggested, it will be a perfect piece of legislation, the equalizing tendencies of which will recommend it to many of the counties that have as yet been unable to agree as to the benefits to be derived therefrom.

The Ontario Highways Act

The Ontario Highways Act of 1915 is now law. This provides:—

(1) For a Department of Public Highways, which has been established.

(2) For Provincial aid to the extent of twenty per cent. of the cost of maintaining county roads for a period of fifteen years, provided the regulations of the Department with respect to maintenance and repair have been complied with. Councils should keep this period in mind when issuing debentures.

(3) For suburban roads surrounding cities and towns with over 10,000 population in counties operating under The Highway Improvement Act. This requires the urban municipalities to assist in road improvement where the traffic is the greatest.

(4) For Provincial aid to assist in construction of connecting links of main or county roads through villages. This is limited to an amount equal to two dollars for each acre of assessed area of the village.

(5) For main highways in which municipalities in one or more counties may be interested. This enables populous districts to improve roads that best serve the interests of all and provides for equalization of expense in such manner as the municipal councils and ratepayers may decide. The Provincial grant of 40 per cent. for these roads is not to exceed \$4,000 per mile.

(6) For encouraging township councils to appoint Road Superintendents, 25 per cent. of whose salary will be paid by the Province but not in any case exceeding \$150 annually.

If proper organization is effected in townships and placed in charge of a competent superintendent, better work and many economies will result. Membership in township councils will be at a premium, as the petty details which now make the duties of that office irksome will be performed by a superintendent who will be subject to the supervision of the council.

Highway Organization and Cost

Highways are naturally classified by the amount of travel thereon, the most expensive roads being constructed where the traffic is greatest.

In determining plans, specifications and estimates and in the purchase of material, it will be found that the best is the cheapest when subsequent maintenance is considered. To construct a road at a cost of \$1,500 per mile where \$3,000 should be expended is bad financing.

The maintenance of an efficient highway organization under competent direction is most important if a county or other municipality expects to receive value for all expenditures.

In paying for road improvement, three systems are available:—

(1) By annual levy;

(2) By a combination of annual levy and debenture issue;

(3) By debenture issue for the whole cost.

Of the counties now operating under the Act, seven have adopted Plan One, by raising the amount required for highway expenditures annually; three have adopted Plan Two, providing for part annual levy and the balance by debenture issue; while ten have adopted Plan Three, by providing for the whole cost of road construction by debenture issues.

The provision of The Highway Improvement Act limiting the term of debentures to thirty years is too general, and it is to be hoped that in future the Highway Department of the Province will insist that the term for which debentures are issued will be proportionate to the estimated life of the work and the maintenance system to be inaugurated. It is not good financing to extend the debenture term so that a road will be worn out and reconstructed before the first debenture issue is wholly paid.

In conclusion the careful consideration of all matters pertaining to the financing of good roads directs attention to the following:—

(1) That counties inaugurating a system should be given sufficient time in which to complete their organization before they assume definite liability in connection with the roads;

(2) The proper equalization of expense requires the amendment of The Highway Improvement Act to provide for direct contributions from townships or property owners benefited by the construction of the roads.

(3) For the supervision of debenture issues by the Provincial Department, the term in all cases to be determined by the class of construction and maintenance system to be inaugurated.

(4) That the more expensive highway is in the end the cheapest and that a proper maintenance system will be true economy and consistent with good financing.

ADDRESS

"WHEN IS GRAVEL PROFITABLE?"

Charles Talbot, County Engineer for Middlesex

Mr. Chairman and Gentlemen: The subject assigned to me has proven the most difficult I ever attempted to get any material on. You must pardon me, therefore, if in the few remarks which I have put together, I have simply repeated things which are not at all new to you.

A good road gravel is composed of hard and tough pebbles and stone of different sizes and sufficient sand and binding material that, when consolidated in position on the road, it will form a solid mass.

Where large stones are found in a gravel pit, they should be removed before loading the gravel and where a large proportion of the gravel is composed of large stone, the whole of the material should be run through a crusher and screened. The excess of sand resulting from the screening may be placed in the base of the road with the larger stone; and on the top of this the smaller stone filled with sufficient filler from the small screen. Where gravel deposits have not sufficient binder to consolidate, the necessary binder will be produced by passing the material through the crusher.

In the construction of the gravel road the subgrade should be firm and the gravel deposited and rolled in layers of four or five inches and finished by using a moderate amount of rolling and watering. A gravel composed of large stone and

fine sand is very objectionable and results in inferior work. Gravel composed of small pebbles coated with an iron oxide or a clay binder sets readily and produces a very serviceable road for light traffic. You will find these deposits all through the country. It is splendid material to finish off a road, and the road will give excellent satisfaction until you come to heavy traffic conditions, which of course do not maintain throughout the country.

The more difficult it is to consolidate the gravel, the harder and more durable is the surface formed. The gravel that has an excess of binder dissolves easily under traffic in wet weather and ruts are formed; it may, however, be restored with a grader or log drag if used at the proper time. This cannot be done with the better class of gravel and the ruts and depressions must be filled with fresh material.

In the construction of gravel roads, the roller is useful to consolidate the grade and roll the gravel sufficiently to form a reasonably firm surface. After this is done, I am inclined to the opinion that further rolling is not beneficial as it apparently requires the action of the traffic upon the small stone to produce the binder that results in its final consolidation.

The selection of suitable gravel, the treatment necessary and the quantity used must all be decided by the person in charge of the work and his decision will depend upon local conditions. Where traffic is heavy and liable to increase, gravel should not be used in new work.

Upon highways adjacent to cities such as Toronto or Hamilton and throughout the counties connecting these cities, traffic conditions are quite as congested as they are on city streets. Consequently, they and all such roads must be treated in a class entirely by themselves and as they at most represent less than two per cent. of the road mileage of the Province, they are of little importance to the people as a whole except as an object lesson representative of the conditions that will maintain in the near future through a much wider area.

Eight per cent. of the total mileage has a traffic of less than 375 and more than 100 vehicles per day, and ninety per cent. has a traffic of less than 100 vehicles per day. We have not in Ontario any place that I know of, except about Toronto and the larger cities, where the traffic can be termed concentrated. The heaviest traffic coming into the City of London last year was 299 vehicles in one day. That would establish a very fair average of the vehicular traffic over those roads. It must follow that our road traffic conditions are not excessive. The problems are not great that meet us in this regard.

Earth and sand roads compose some 19,000 miles of the total road mileage of the organized portion of Ontario; 20,000 miles are represented as gravel roads; 4,000 miles stone roads, and the balance, some 12,000 miles, are unimproved.

From the foregoing, you must conclude that, while the problem of meeting conditions where traffic is congested is large and ever increasing, the subject affecting the greatest number of people of Ontario exclusive of those residing in the cities is the one that deals with the long stretches of country roads where traffic is comparatively light and less expensive construction answers the requirements demanded of the roads.

Where material such as stone and gravel must be transported over the railways or by wagons or tractors over long stretches of roads for the original construction of the road, no material progress has been made, the cost being considered prohibitive.

On the other hand marked improvement has been made in every instance where gravel, stone or rock is available within hauling distance of the highways.

As the people who control the matter consider the importation of material for the road crust too expensive, the question resolves itself for the present into a consideration and treatment of the materials available and a systematic use of them to produce economic results.

Where earth roads maintain because of lack of metal, the roads will remain unsurfaced until the ratepayer decides he can afford the cost of importing stone or gravel for their improvement, or some method is discovered whereby the clay and sand may be converted into a suitable road crust. That is, I believe possible. Ninety per cent. of the cost of the road crust is eaten up in transportation charges, and consequently the man who can devise some scheme of utilizing the material near at hand is going to make money for himself and be the greatest benefactor to the country at large.

With the gravel road conditions are different: already long stretches of these roads are constructed and are in serviceable condition. With a Provincial Department of Highways to supervise and direct the organization, for the systematic improvement in both townships and counties, marked advancement must necessarily follow. At least the foundation work of a complete system of highways will, in the near future, be constructed consisting of properly formed and drained grades strengthened by the application of such local material as is available and for the time being constituting both the base and wearing surface of the present highway. But what will in the future constitute the foundation for the more expensive road surface which will be demanded as the country increases in population and wealth.

For the present, however, we are compelled by the magnitude of the work and the comparative undeveloped state of the country to utilize the materials immediately at hand and with them, in so far as possible, meet the problems confronting us in the matter of the constructing of new roads and the improvement and maintenance of the old.

As this paper is not supposed to treat of drainage or the construction of the grade, I must assume that in all cases before gravel is placed, the water line has been lowered to at least three feet below the top of the grade and adequate provision made by a proper under-drainage system to keep the sub-grade free from water; failing this no satisfactory results will be obtained by placing gravel or stone on the road.

I stipulate the use of under-drains because the use of an unguarded open drain upon the highway is unlawful and useful only to carry off the surplus waters from the adjoining lands. Farmers have long since learned the open drain is serviceable only as an outlet for his under-drains and the road superintendent will, after a series of expensive experiments, discover the open drain on the highway is useful and jealously guarded by the farmer for the same purpose.

Assuming the drainage is good, the grade properly constructed, you have what constitutes the only foundation required for a light traffic road. A surface coat of best available gravel or stone is then applied using from 800 to 1,800 cubic yards per mile; this consolidated with the road roller, or lacking a roller, consolidated by the traffic with repeated levelling, produces a road that will be serviceable and that will be maintained with an expenditure of \$50 to \$100 per mile per year.

Such a class of construction will meet the requirements of roads where traffic does not exceed 100 vehicles per day and represents approximately ninety per cent. of the total mileage. There remains, however, approximately eight per cent. of the total mileage, with a traffic from 100 to 350 vehicles per day, which is a more serious and difficult problem.

Here as in the former case the drainage and grade must be considered the most important part of the foundation. In order, however, to sustain the increased number of heavy loads, the more destructive auto traffic and the excessively loaded and rapidly moving auto truck, the foundation must be strengthened by a depth and width of metal suitable to the traffic requirements. Where traffic exceeds 200 vehicles or where the greater portion of the traffic is composed of heavy roads, a double track road should be constructed, say 12 or 14 feet wide, while on the roads of less travel an 8 or 10 foot road will suffice.

On the subsoil will depend the depth of metal required. Sand and gravel subsoil will require a lighter base of gravel while open loam and certain clay subsoils require a greater depth. It is impossible, without extensive experiments, to ascertain the approximate depth required. This, however, is a matter of no serious import as an additional depth may be added where conditions demand at a price equal to the cost of the original construction.

The most economical plan would be to err on the light side provided the defect is detected and remedied before the gravel is forced into or mixed with the subgrade, which is a matter easily detected and prevented. The piling on of gravel or stone to an excessive depth without first ascertaining what depth of metal is necessary, is a matter where thousands of dollars may be wasted without a possibility of a return for the expenditure.

After a roadway has become firm and ceased to yield under traffic, only sufficient new metal should be used to maintain the crown to its original form and fill the depression that may develop. Such a process will require an expenditure of \$75 to \$150 per mile per year. On the county roads we do not spend \$20 a mile for maintenance outside of the piece that is oiled. We have simply got to spend more money on the maintenance of the roads to keep them in condition after we get them built. Now in this class of proposed road, oiling would be of use, and this class of road would maintain the traffic near the cities. Oiling will cost you from \$50 to \$75, but oiling will strengthen your surface and be a wonderful benefit to your road.

An old gravel road which has been properly constructed, with a considerable depth of gravel found in the foundation, should be repaired by removing the shoulders and adding a sufficient amount of gravel to complete the crown. Where the old deposit of metal has worn excessively or is mixed with the sub-grade, better results will be obtained by adding sufficient metal on top of the old gravel to restore the crown. The gravel required to construct a road twelve feet wide at \$1.00 per cubic yard will cost approximately \$3,000 per mile. A road eight feet wide will cost about \$2,000 per mile and the re-surfacing of the worn road about \$1,000 per mile.

Until this year no systematic attempt has been made to encourage or organize an effort looking toward the maintenance of country roads. This year the Legislature has provided that where a systematic plan is adopted by a county, they will contribute twenty per cent. of the cost, which is one half what they pay toward construction.

The maintenance of a highway is admittedly more important than construction or re-construction: consequently, were the larger percentage paid for maintenance and the smaller for construction or had they been placed on an equal basis, we would conclude due consideration had been given the matter before the final decision was made and a premium placed upon the neglect of the more important phase of the work.

Where traffic exceeds 250 to 400 vehicles per day and consists in part of auto trucks, a gravel road will not maintain its binder and must be replaced by a better class of road. Where such conditions have developed there is no hesitation upon the part of the County Council to assume the responsibility and construct the new and more expensive road.

The ease with which such men adapt themselves to the changed conditions and decide on the large expenditures necessary to finance the change is accounted for by the fact that they have, through the construction of the lighter class of road and its maintenance, become accustomed to the expenditure of comparatively large sums of money, and this has served as an education to train them for the larger expenditure. This is in marked contrast to the people living on the earth road who have been inactive and their inactivity has not only left them without education along such lines, but has created a condition within themselves which they are incapable of overcoming. When told by an outsider or by one of their companions who has remained normal under such conditions, how they may receive assistance and finance a scheme to bring them out of their difficulty, they will not believe, or if they do, they sicken at the thought of the expense. They realize their weakness and express a desire for strength. If they take their nourishment in increasing quantities, they will soon be able for a full meal of solid food in the form of gravel, stone or concrete. Their first dose must necessarily be a County Road By-law.

Gravel roads are profitable so long as they satisfy the demands of the people who use them and can be maintained for less than the interest on the cost of a new and better class of highway. (Applause.)

A MEMBER: I would like to ask Mr. Talbot his advice on the location of the drain along a gravel road.

MR. TALBOT: I answer to that question I would say no man can determine that. You simply have a condition there and you do not know definitely what maintains underneath that soil at all. You just have to go out and use your judgment; you possibly decide that to put one line of tile along the upper side of the grade is going to do the trick. You possibly will be mistaken, but you may not be. The chances are, you will be mistaken, and you come back and say, "I will put a drain on the other side." That will improve the condition too, and yet you may still be mistaken, and what you will have to do is to run a tap drain in and catch the spring that exists under the travelled road.

Q.—Under average conditions would you put one on each side?

A.—I would prefer to put one on one side of the road first and then if that does not do the trick I would put the other in.

Q.—What size tile?

A.—Never smaller than four inches and as large as necessity demands.

Q.—Do you place that at the bottom of the side ditch?

A.—Yes, unless there is a wash that necessitates you moving up a bit.

ADDRESS

"STONE AS A MATERIAL FOR ROADS."

Lucius E. Allen, C.E., County Engineer of Hastings, Belleville

Mr. President and Gentlemen: The subject, "When is Stone Profitable for Roads?" which I have been asked to speak upon this morning is one which, if thoroughly treated in detail, would require considerable time, and in the time allotted for introducing this subject for discussion, I can only outline some of the more important points with reference to the use of stone as a material for road construction.

The use of stone for the construction of ordinary highways is of ancient origin, the remains of stone metaled roads having been found in Egypt dating from the time of the Pharaohs. The Carthaginians also used stones bound with sand, and the so-called Roman roads were mostly built of stone laid in various ways, but probably the modern methods of using broken stone and afterwards consolidating by natural or artificial means dates from the time of those Forefathers of Good Roads, MacAdam and Telford in England, and Trésaguet and Polonceau in France.

The systems of road construction as designed and introduced by Trésaguet and MacAdam differed only in the matter of the foundation. The system as introduced by Trésaguet consisted of a stone foundation six to eight inches in depth formed up of stone blocks laid on a bed whose surface was given the same camber as the finished roadway. These stone blocks were placed by hand and the crevices filled with stone chips well hammered in. Upon this stone foundation a layer of crushed stone was placed of from four to six inches in depth and thoroughly rolled, or consolidated. In modern practice the surface metaling is usually put down in two layers, each layer being well rolled, with the addition of fine screenings to act as a binder. This type of roadway while being rather expensive in first cost, if properly constructed has been found to be a very durable type of roadway and well adapted for certain localities.

On account of the heavy built up stone foundation which takes up the impact and shock upon the metal surface from heavy traffic, this type of roadway is consequently well adapted for roads where the character of the traffic consists of heavy moving loads such as trucks, tractors, etc. The metal wearing surface when worn down can be renewed many times without extra labour or material being expended on the stone foundation.

MacAdam's system is essentially the same as the French system except that the stone foundation is omitted, the roadway consisting of a more or less dense layer of metal of varying sizes held together by a binder of fine material and well rolled. Polonceau, a French engineer, in 1829 improved upon MacAdam's system of construction by first making use of road rollers to compact and consolidate the metaled surface.

Undoubtedly the macadamized road, where the natural sub-soil is good, is the most economical type, as the wear on a roadway is largely on the surface, and as long as the metal surface is kept in good repair there is no necessity for an expensive stone foundation similar to the original French system. Where good gravel is difficult to obtain and a suitable crushed rock is available, a road surface composed of from four to eight inches of crushed stone, placed on the old gravel or earth roadway, after scarifying same, and well rolled down with a road roller is for our ordinary highways the best type of roadway, provided they are properly constructed and the best material used.

While a roadway constructed in this manner may be adapted for districts where the traffic conditions are not too excessive, it is no doubt advisable where the conditions are favourable and warrant a more permanent road surface to adopt some form of bituminous binder or carpet which will bind the stone aggregate into a more or less solid mass that will withstand the hammering action of heavy traffic.

Where the motor traffic is considerable—and few of our main highways are not now extensively made use of by motor cars—a treatment with road oil on the metaled surface will greatly increase the durability of the roadway, and decrease the dust nuisance.

It is not, however, within the scope of this paper to enter into a discussion of tar or bituminous bound macadam, or carpeted stone roadways, or oil treated roads, but rather to refer to several points which should be, and many times are not, carefully considered in selecting stone for roads.

Quality and Kinds of Stone Adapted for Roads

Too little attention is often given to an examination of the kind and quality of the stone which is to be placed on our roads. There are many instances where a crushed rock has been carelessly selected and used, which in the end proved to be far inferior to a good gravel. Within the Province of Ontario occur a great variety of igneous, sedimentary and metamorphic rocks, some of which make excellent material for road metal, while others which may appear firm and hard superficially soon weather or rapidly deteriorate under traffic.

Within the past few years many of the Highway Departments of the principal countries in Europe and in America have realized the importance of a systematic examination of those rocks best adapted for road construction by establishing testing laboratories for this purpose.

To France must be given the credit for first establishing, in 1878, a laboratory for testing road materials. Colonel Crompton, Consulting Engineer to the British Road Board, established a few years ago at Teddington, England, an excellent testing laboratory for determining the relative value of various road-building materials, and designed and put in operation a machine which subjects various types of roads and pavements to the actual conditions found in all classes of highway traffic, and most valuable information has been secured from the results of his work.

The Provincial Department of Highways of Ontario, under the efficient direction of Mr. McLean, is also equipped to carry out the testing of rocks for road building.

In addition to a chemical analysis of a rock, which in many cases will indicate its suitability, there are four essential physical tests which should always be applied in determining the relative suitability of the rock. These tests when applied will show:

1. The relative hardness.
2. Toughness.
3. Abrasiveness, or resistance to wear.
4. Cementing value.

It is obvious that a rock which best withstands the destructive agencies of the atmosphere, water and the severe wear and tear of traffic is under normal conditions the most economical to use, and in many cases it will be found that the use

of a rock which happens to be in close proximity to the work, and, therefore, costing much less for haulage or transportation, may yet be far less economical than a rock found many miles distant.

A determination of the hardness of a rock will indicate its ability to withstand the displacement of its surface particles by the friction caused by steel-tired vehicles.

The relative ability of a rock to resist fracture from the hammering action of rapidly moving vehicles is a measure of its toughness.

The abrasion test will show the relative degree with which a rock will withstand wear, or the grinding action of the teal tires and the steel caulks of horses' shoes.

The relative degree to which a rock dust will cement or hold the rock particles together, thereby forming an impervious and smooth road surface, is its cementing value.

Just as a poorly burned or porous clay brick will absorb a large amount of water, thereby tending to disintegrate the brick structure, so a soft and porous rock will tend to disintegrate under the continual action of water and frost.

As a general rule the granites are much harder than the limestones, but on the other hand have much less cementing value. There is no doubt that for toughness and ability to withstand severe wear the trap rock is the best for road-making material; however, on account of the excessive first cost of trap rock in many localities, the use of crushed granite, field stone and limestone prove to be the most economical in practice.

As a general principle it may, therefore, be stated that a rock that combines to the highest degree the properties above referred to is the best adapted for road construction. The following record of a large number of rocks tested by the U. S. Bureau of Roads will serve to show the comparative values of the various rocks used for road construction.

TABLE

Showing the average results of all of the tests conducted on characteristic road-building rocks up to January 1, 1912, as carried out by the U.S. Department of Roads.

—	Hardness.	Toughness,	Cementing value,	Per cent of wear.
Limestone	14.4	8	54	5.2
Sandstone.....	15.0	12	62	5.7
Granite	18.5	12	18	4.5
Trap rocks	17.6	17.4	95.4	3.1

Construction and Maintenance

The first essential in the construction of a stone roadway is to provide proper drainage. It is obvious that if water is allowed to soak into and penetrate the soil foundation of the roadway, the road crust will soon be disrupted, the result being that the lower portion of the stone crust penetrates into the wet soil and gradually the soil becomes mixed with the stone, causing holes and eventually almost complete destruction to the original roadway. Good drainage can be secured by keeping the earth shoulders well down and providing side ditches of sufficient depth and width to quickly remove the water.

Many times the lack of suitable culverts to carry the water from a higher to a lower level underneath the roadway is the cause of serious destruction to the road. In soft and boggy soil it is necessary in some cases to construct lateral drains, leading from the centre of the roadway to the side ditches. Proper and ample road drainage is just as essential as farm drainage and the initial cost will soon be repaid in the increased life of the roadway.

Grades and Crown

As the ordinary constructed roadway surface is not entirely impervious to water, proper crown should be given to the road to prevent water settling on the road crust. Ordinarily a crown of one-half to three-quarters of an inch per foot is sufficient for macadam roads.

In the construction or re-construction of so-called main trunk roads reduction of excessive grades is also important. The increased hauling power of heavy loaded vehicles due to decreased grades on highways will in many instances soon repay the initial cost of the reduction of the grade.

Too much care cannot be exercised in rolling. It should commence at the edge and work towards the centre, the roller at all times travelling parallel to the centre line of the roadway. With proper rolling the consolidation of the crushed stone surfacing should be equal to about thirty-three and one-third per cent. of the loosely deposited stone.

The size of crushed stone best adapted for road metal depends upon the type of road under construction. Usually larger size stone up to three inches may be used in the bottom or foundation course, and the finer stone for the top courses. The aggregate should be so graded as to furnish sufficient sizes to consolidate into a typical mosaic under compression. Sufficient fine stone screenings should be used on the finished road surface and watered to thoroughly seal and fill the voids in the compacted metal.

The question of maintaining our stone roads is of almost greater importance than new construction work. Much thought and attention has been given the matter of how best to keep our roads up to a high state of repair. The use of narrow-tired heavy vehicles should at once be prohibited. The cutting action upon the metal road surface of such a vehicle passing over a roadway during wet weather is one of the most destructive agencies to roads. Once a rut is formed, water immediately collects in the rut and penetrates transversely throughout the road surface, thereby hastening the disintegration of the road surface.

Two general methods of maintenance are followed in various countries, namely, the "Patchwork System" and the "Periodic Renewal System."

It is truly said that maintenance should start as soon as a roadway is completed. The "Patchwork System," as generally carried out, involves the constant and immediate repair of any portion of a stone roadway as soon as faulty spots develop. It can be carried out by a system of patrols, who become responsible for a given length of road section. The work of repairing and filling holes and bad ruts should be done by men familiar with and experienced in the work. The old adage, "A stitch in time saves nine," aptly applies to road repair work. In the patrol repair system suitable quantities of crushed stone should be kept at intervals on each road section. One man and a horse and cart can keep in repair a considerable length of roadway. As to whether such a system of road maintenance would work out to the best advantage in this country is not within the scope of this paper.

The "Periodic Renewal System" is based on the principle of a general re-surfacing of a given roadway as soon as it becomes badly worn. The disadvantage of the system is that it requires a much larger amount of material to complete the re-surfacing of an entire roadway. The unit cost of carrying out the work is no doubt less than in the "Patchwork System" as materials can be handled on a larger scale and the work is concentrated at one point.

It would appear that possibly a combination of these two systems could be worked out to better advantage in this country than either the one or the other.

Traffic Census

As much depends on the amount and character of the traffic over a given highway as to the amount and depth of road metal and foundation that should be used, it is essential that a careful census be taken extending over a considerable length of time. As traffic, especially automobile traffic, will seek the best road, it is necessary to make due allowance for the probable area from which new traffic will originate.

Conclusions

In concluding the introduction of the subject of crushed stone for roads, it may be stated that no hard and fast rule can be laid down as to when stone can be used for road construction in general, neither can any fixed figure be given for the cost of a macadam roadway, as the cost of labour and materials will vary greatly in different localities. It may be stated, however, that in districts where suitable stone adapted for road metal is found it is generally preferred to other material such as ordinary untreated bank gravel.

The uniformity of crushed stone as compared to natural gravel is no doubt an advantage, as bank gravel has been laid down in strata, the result of glacial drift or sedimentation, and it is difficult to always obtain sufficient uniformity to ensure the necessary binding and wearing properties for road construction.

The salient points to be considered in the construction or re-surfacing of a rock metal roadway are:

1. Careful examination and selection of the quality of the rock, taking into consideration the relative durability and initial cost.
2. The proper preparation or scarifying of the foundation.
3. The drainage of the foundation by means of ditches, drains or culverts and the removal of the earth shoulders to secure surface drainage.
4. Consideration before construction is started of the estimated amount and character of the traffic, upon which the type of construction can best be determined to meet existing or future traffic conditions.
5. Due attention to the grade and crown of the roadway to ensure uniform wear over the travelled portion of the roadway.
6. After construction is completed the immediate and constant attention to repair and maintenance, which will add to the ultimate life of the highway.

In many sections of Ontario it will be many years before the destiny and wealth of the population will be such as to warrant the construction of so-called permanent highways, and the use of the cheapest and most abundant natural road material such as gravel and stone will have to be resorted to, so that the methods of constructing stone metaled highways will continue to be of greater importance to a larger number of people than the construction of more expensive highways.

It is quite possible that as these materials and methods are further investigated the present methods will be so improved upon that for a majority of our roads the use of crushed stone will continue to be the predominant road-building material.

MR. PARKER: I was very much interested in Mr. Allen's discussion of material for road building. There is one point I would like to impress upon the members of the conference, and that is the methods used in the quarrying of stone. The tendency is to use the upper strata; it is the easiest to get at and costs less, but invariably you will find a much better quality of material at a greater depth. Most of you will be familiar with the fact that as you go down to a depth of four feet you get better building material and most suitable material for macadam construction. Then there is the question of the use of domestic stone and imported stone. Where the domestic stone is of rather inferior quality, but is available at low cost, it might be used in the foundation and the higher grade of imported material used for the surface, and in that way you get a modification of the total cost of the road.

MR. HENRY: I have the following communication to read from the Deputy Minister of Roads for Quebec:—"Mr. McNamee has informed me of his intention to be present at your annual convention on the 22nd of February inst., and he has been so kind as to hand over to you this letter, which is a hearty invitation for yourself, the Executive and the members of your Association to the Third Canadian and International Good Roads Congress, that will take place in Montreal from March 6th to 10th next. Personally, I shall be pleased to meet again our co-workers, with whom, last year, I had such pleasant intercourse during the convention, and, as President of the Congress, I feel that the attendance of the people of Ontario will be a great aid to us as well as an acknowledgment of the work already done. Wishing you every success for your own Convention, I remain, B. Michaud, Deputy Minister for Quebec."

ADDRESS

"WHEN IS CONCRETE PAVING PROFITABLE?"

H. S. Van Scoyoc, Chief Engineer, Toronto-Hamilton Highway Commission

Mr. Chairman and Gentlemen: There was one point which struck me in listening to Mr. Talbot's address, and that was the statement that possibly only 10 per cent. of the highways require considerable expenditure, or where gravel or broken stone roads won't be satisfactory. I would like you to bear in mind in thinking of that, that the average cost of those other highways is going to be in the neighbourhood of six times the cost of the highways Mr. Talbot has spoken of. In other words, the Province is contributing more, in a general way, to the road construction of the 10 per cent.—and we are all interested in the dollar and cent side of this proposition—so that the statement of 90 per cent. as against 10 per cent., or 85 per cent. as against 15 per cent., is not really true of the relative value of the two classes of road. The total sum expended on the 15 per cent. is going to approximate very closely the total sum spent on the other 85 per cent.

I am afraid I took my subject more seriously than the other speakers, and I tried to get down to dollars and cents on the matter. "When are Concrete Roads

Profitable?" I have considered from the view point of when are concrete roads *most* profitable.

Concrete roads are most profitable when they give better value per dollar of expenditure than any other type of satisfactory surfacing material. While improved roads create values that cannot be measured in dollars and cents a commercial standard is the one most readily set up.

With any type of improved highway there are certain expenditures which should remain practically constant, regardless of the surfacing used. In all cases the cost of right-of-way and grading should be a permanent investment; if bridges and culverts are constructed with proper regard for future requirements and of suitable materials they should be practically a permanent investment. Drainage work and foundation courses usually require expenditures other than that of the first cost. Surfaces can never be considered as permanent. While there has been a tendency to neglect some of the preliminary work where concrete is used, it is not to be commended. In the opinion of the speaker, the initial cost of concrete highways justifies more careful grading and drainage work than where a less permanent type of construction is used. For the purpose of this discussion, however, it will be considered that all types of permanent surfacing should have the same amount of money expended on the preparatory work.

Concrete roads are made up of cement, sand, stone and labour. The first cost of the concrete will vary as any or all of these items vary. The labour cost for mixing and placing will show the least variation possible. The materials will increase in cost chiefly as the distance from their source to the point of construction increases. For example, the cost in Wayne County, Michigan, where the same materials and same methods are used throughout the county, has varied from \$1.04 to \$1.70 per square yard depending upon the length of haul.

There are exceptional cases where concrete roads have been built for lower first cost than waterbound macadam. This happens when no suitable local stone is available for macadam, but local sand and gravel are suitable for concrete. It would also usually presuppose a thickness of macadam greater than that of the concrete. The first cost of cement concrete will usually be less than that for bituminous concrete, brick or other types of permanent paving. It may or may not be less than that for bituminous macadam. In any case, however, the initial cost is a small part of the whole story and should be considered as such. The total road cost on an annual basis can be considered as comprising: First, interest on the first cost; second, depreciation; and third, maintenance, which should include overhead charges for administration and use of machinery as well as repair charges for material and labour. In special cases other considerations than the yearly cost on the basis just mentioned may be deciding factors in the selection of the material, as the value of a comparatively noiseless pavement in the vicinity of hospitals or schools. In cities and towns ease in cleaning is important. In any case, ease of traction is desirable as affecting not only the actual cost of transportation but also the expenditure for repairs to vehicles.

Any particular locality presents a problem that will give a definite figure if solved along the lines mentioned. As a general proposition, however, certain figures will have to be assumed. A single track road will be considered as nine feet in width and a double track one eighteen feet. Interest will be taken at 5 per cent., which is possibly low just at the present time, but ought to be sufficient in ordinary cases. In estimating depreciation, the concrete will be considered to be satisfactory for use as a sub-base at the end of twenty years. Cases considered will be

where local municipalities may be responsible for the entire cost of construction and of the maintenance, as well as the other cases that may arise under the new Highways Act. As previously mentioned, the first cost of concrete highways will show a considerable variation depending upon local conditions. For present purposes a figure of \$1.35 per square yard will be used. It should be reasonably safe for most localities where reinforcing and steel protection plates are not used.

A word of explanation as to depreciation and maintenance. Concrete roads are a comparatively new type. Their life is not definitely known. I have seen one street, laid twenty-three years ago, on which the maintenance cost per year has been considerably less than \$50.00 per mile per year, and there is no present intention of using it as a sub-base for any other type. Some of the Wayne County roads under very heavy traffic are nearly ten years old and are still in good condition. It seems to me that under average traffic conditions limiting the use of concrete to sub-base purposes after twenty years is conservative.

As to maintenance cost few figures are obtainable for twenty year periods, but the report of the Committee on Methods and Costs of Maintenance presented at the Second National Conference on Concrete Road Building states that from present returns one-half cent per square yard seems a conservative estimate.

ROADWAY NINE FEET IN WIDTH.

Township Roads :

First cost	5280 x \$1 35.....	\$7,128 00
Interest at 5%		\$356 40
Depreciation	5280 x (\$1 35 - \$0 75)	
	20	158 40
Maintenance		35 00
Total.....		\$549 80

Suburban Roads :

—	First Cost.	Depreciation.	Maintenance.	Total.
	\$ c.	\$ c.	\$ c.	\$ c.
Province 40%	142 56	63 36	20% 7 00	212 92
City 30%	106 92	47 52	40% 14 00	168 44
County 30%	106 92	47 52	40% 14 00	168 44
				\$549 80

Main Roads :

—	First Cost.	Depreciation.	Maintenance.	Total.
Province 40%	142 56	63 36	40% 14 00	219 92
Municipalities 60%	213 84	95 04	60% 21 00	329 88
				\$549 80

ROAD EIGHTEEN FEET IN WIDTH.

Township Roads :

First cost.....	10560 x \$1 35.....	\$14,256 00
Interest at 5%		\$712 80
Depreciation	10560 x (\$1 35 - \$0 75)	
	20	316 80
Maintenance		50 00
Total.....		\$1,079 60

Suburban Roads:

Say total cost is \$20,000 per mile. Province is limited to \$4,000.00 per mile or 20% of construction cost.

—	First Cost.	Depreciation.	Maintenance.	Total
	\$ c.	\$ c.	\$ c.	\$ c.
Province 20%	142 56	63 36	10 00	215 92
City 30%	213 84	95 04	15 00	323 88
County 30%	213 84	95 04	15 00	323 88
Local Improvement 20%	142 56	63 36	10 00	215 92
				\$1,079 60

Main Roads :

Province limited to \$4,000.00 per mile.

—	First Cost.	Depreciation.	Maintenance.	Total.
	\$ c.	\$ c.	\$ c.	\$ c.
Province 20%	142 56	63 36	10 00	215 92
Municipalities 80%	570 24	253 44	40 00	863 68

These figures may look formidable, but I believe they are representative. Col. Edwin A. Stevens, Commissioner of Public Roads, State of New Jersey, in a recent article stated that with an average daily traffic of 400 vehicles, mixed motor and horse-drawn, maintenance of macadam roads with bituminous dressing can be taken at \$1,300.00 a mile, made up of interest \$500 (rate 4 per cent.), depreciation \$200, and repair charges \$600. The 1915 report of the Massachusetts Commission states that especially near the larger cities the maintenance cost of macadam with bituminous dressing would easily be \$1,000 or more per mile annually, this figure not including interest on first cost. In their 1914 report is the statement that the average cost of maintaining over four thousand miles of main county roads in England was \$1,100 a mile a year, and the average cost of maintaining nearly two thousand two hundred miles of road in and around the City of London was \$1,680 a mile a year. The costs given include resurfacing or reconstruction (considered as depreciation in our previous discussion) as well as ordinary repair and maintenance. These figures do not include interest on first cost, however.

The various items mentioned should be carefully considered and properly balanced in deciding upon the particular type of surfacing for any one locality.

In conclusion, just a word of caution as to depending upon a traffic census of an unimproved highway as a safe criterion of what an improved highway in the same locality will be called upon to carry. In 1908 Seven Mile Road, which connected Woodward Avenue and Jefferson Avenue, two trunk roads leading out of Detroit in the Wayne County, Michigan system, was carrying a total of *forty* vehicles per day. A traffic census last year showed an average daily traffic of almost *two thousand vehicles*, with a traffic on Saturdays and Sundays of from four thousand to six thousand vehicles. The Massachusetts Commission reports the traffic on the Mohawk Trail increased from *thirty* vehicles per day to a maximum of *three thousand two hundred and sixty-eight* vehicles.

Q.—What material do you use for the maintenance of a concrete road?

A.—The material you would use would depend on the class of repair you had to make. If you had a hole of considerable size, you would replace that with concrete as nearly like your original as possible. That would apply also to a case where a trench was made for a water main, or a bad spot in the concrete due to some trouble in construction. If you had only a small hole, you would use a tar or some bituminous material with sand or very fine gravel.

MR. WHEELLOCK: For the purpose of your calculation, you assume at the end of twenty years that your concrete for the purpose of the foundation would be worth 75c. a square yard. Do you think at the end of twenty years that the wear on that would be uniform enough to use as a foundation and so that you could be assured it would be of uniform strength? Roads rut and wear unevenly, and, on fixing it up, it would be almost impossible to patch it so that the strength would be uniform.

MR. VAN SCOYOC: I would say that we do not know definitely about it, but I can give you my opinion only. I can mention a specific instance that came to my attention of a road twenty-three years old, built of concrete, that could not be considered any other than a permanent street of that kind. You have the same condition as in city paving work, especially in the early days when cement was used; as the streets are re-surfaced, there is a certain amount of repair necessary to the foundation, and that would be the same as if you developed chug holes.

SIXTH SESSION

Thursday Afternoon, February 24th, 1916

The President, S. L. SQUIRE, in the Chair.

ADDRESS

"WHEN IS BITUMINOUS OR OTHER PAVING PROFITABLE?"

E. A. James, County Engineer for York

Mr. President and Gentlemen: In following up the discussion opened this morning, entitled "Road Materials," I do not think it would be wise to read a paper, as the previous speakers have covered so fully and carefully the general principles in connection with good road building that what I might say would be in a certain measure a repetition. The discussion was intended to close with "When is Bituminous or Other Paving Profitable?" Evidently your committee expected a discussion on pavements other than bituminous. It has been found necessary in the work in York County to adopt various styles of pavement, and our most expensive and successful pavement has been brick. On certain of our roads our traffic is so heavy that they might almost be termed city streets. The road I have in mind has a motor traffic, at certain periods of the day, of some 200 cars per hour and a motor truck traffic of 12 per hour; each truck, together with its load, weighing from 12 to 16 tons, and one of the trucks with its load weighing something over 20 tons, so you can see the conditions are not in our county as described by the previous speaker in reference to Middlesex. We thought it advisable, under the circumstances, to spend more money on this road than we do on our outlying highways.

Our brick pavement, 18 feet wide, with a $4\frac{1}{2}$ or 5 inch concrete base, cost us, in 1911, some \$22,000 a mile, and although it has had four years of very heavy traffic, the maintenance of that particular stretch of highway has not cost us over \$2.00 or \$3.00, so that if in the next four or five years we have the service out of that pavement which we have had in the past, there is no doubt it will be one of the cheapest pavements in the county, even though the initial expense was over \$20,000 a mile.

On this stretch of highway the travelled portion of the old road was some 24 feet wide, and the 18 foot strip built in the middle was provided with curbs just the height of the brick and the boulevard built up of stone, so that if for any reason two vehicles could not pass on the 18 foot strip, they could turn out on the boulevard, but this has seldom been found necessary.

In addition to the brick pavement, we have tried some Rocmac. This is a road that has been well advertised throughout the Province, and perhaps, as most of you know, is a patent preparation in which silica forms one of the important parts. Silica mixed with the lime of the limestone dust forms a calcium silica which will not dissolve when wet. The experience we have had with Rocmac would lead us to believe that at a cost equal to that of waterbound macadam, it is to be preferred to waterbound macadam. We have two or three stretches of well built Rocmac that are giving us better service than waterbound macadam under like conditions.

The pavement that we have been working with more extensively this last year has been the bituminous pavement. In 1913, we commenced building the bituminous pavements by taking old macadam highways that had a good base—perhaps 9

inches of macadam—but which, through the constant traffic, had become pitted and slightly worn. These pavements were cleaned first with a rotary brush, and then swept by hand until the macadam was bare and clean. We then spread out about 4 inches of limestone, uniformly 2 inches in size, and by means of the pressure tank poured in from one and a quarter to one and a half gallons of bituminous matter per square yard, then sprinkled with chips and rolled it, consolidating it to $3\frac{3}{4}$ or 4 inches in thickness. We then put from one-half to a gallon of bituminous matter on, sprinkled with sand, and the road was ready for service.

This surfacing cost us in 1914 and 1915 about 62c. per square yard. The conditions were new. We had to haul the stone an average of three-quarters of a mile. The stone cost us \$1.05 per ton at the station, labour 20c. an hour, and teams 45c. an hour. The surface built in 1914 gives every indication of having knit to the base course. There is no indication of shoving or movement, and we have every hope that the pavement is going to be quite satisfactory.

Our next experience with bituminous macadam was in improving old gravel roads where there was a sub-base of from four to nine inches of gravel. The traffic had increased on these roads so that it was unwise to re-surface them with gravel. In this case the road was shaped, re-rolled and some five inches of loose stone placed and consolidated in a similar manner to the construction of a water-bound macadam road. The stone was well filled so that the tar from the surface could not penetrate through, and on the base course there were five inches of a smaller stone, and a similar amount of Tarvia used as in the previous example. In this section the cost of the construction work varied from 85c. to 95c. and \$1.00 per square yard, depending on the haul and the cost of materials.

We have had experience with similar pavements to this for some four or five years and the maintenance has been very small. Of course the pavements constructed in 1915 have not had enough traffic nor enough varied weather conditions to thoroughly test them.

One difficulty that will be experienced with bituminous pavements is the grades on the highways. If you have a grade in excess of 7 per cent. you will find difficulty at certain seasons of the year getting the traffic over the highway without sanding the road. Our brick pavements have taken the traffic over grades of 8 per cent., but beyond that we have to sand the brick.

One of the great advantages of the bituminous highways has been the elimination of oiling or blanket treatment that has been necessary in the case of water-bound macadam, where the traffic has been such as to create a dust nuisance. Another advantage is the ease with which traffic passes over the highway. Some of the teamsters have said they can tell the relative cost of the road equipment by the rattle their waggons make on the highway, and I fancy that statement will stand a very close examination. Roadways that are quiet are the most serviceable both on the vehicles and on the teams, and the roadways that are extremely noisy, of course, are very hard on both vehicles and teams.

A further advantage of the bituminous macadam, as we have used it, is the inexpensive equipment required for the penetration method. It is hoped that as roadwork goes on the bituminous macadam method of construction will improve. In the penetration method it has been difficult to get into each square yard of the roadway the exact proportion of bituminous matter. Future construction will likely require the mixed method which will entail a slight increase in cost. There are several mixers on the market for building the bituminous macadam; some of the

most suitable for country highways cost \$2,500, so that even in that case where the mixed method is found desirable, the equipment will not be expensive. In the working of the mixed method, the base is similar to that of the penetration method, but the bituminous matter and the surfacing stone are mixed hot in the mixer and placed on the road and rolled. In this way you can regulate the mixture and get each particle of stone covered with bituminous matter so that the bond is much more certain than in the penetration method. So far we have not had any experience as to the cost of the mixed method in this county, but we have had some experience in other locations and it has been found the cost increased 10c. per square yard over the cost of the penetration method.

I think, Mr. Chairman, that this, in addition to the discussion this morning, will conclude the various road materials that are suitable for rural highways, bearing in mind that in some instances the rural highways have to carry as much traffic as many of the city streets.

Q.—Have you ever tried that substance called Glutrin?

A.—Glutrin is a patented preparation somewhat similar to Roemac, but the reaction is different, and my recollection is that you have to use it with a quartz stone rather than a limestone, the silica rather than a lime preparation.

MR. SHEPPARD: Last year, right in front of the residence of the Warden of Welland County, there was an experimental piece of Glutrin put down. The work was rather indifferently done and we can only judge from the results. The cost was not very high as the Glutrin was supplied free, but we paid for the gravel. It was used on gravel entirely and the effects have been wonderful. I believe if it had been used properly and with a better material it would have given better results.

MR. JAMES: The preparation has to be used with a particular character of stone to get results.

MR. MOORE: What kind of bituminous material do you use as your binder?

MR. JAMES: We have used two classes of bituminous material. On the one hand we have the tars which are a by-product of the gas plants, and, on the other hand, the asphalts, asphaltic oils or pitch, and it is immaterial which you use in a general way. Perhaps local conditions will make it more advantageous to use the tars or to use the asphalts. If I were preparing tenders and specifications, I would leave it open for competition between the two competing concerns: you will get good results with either or both.

I might add that one of the speakers this morning was inquiring for a method of treating concrete bridge floors that were rutting. One of the bridges turned over to us for maintenance had two ruts, and we found we could successfully remedy these by using a bituminous preparation mixed with three-quarter inch stone, and we have had no trouble since treating the surface in that manner. It is not expensive and seems to preserve the surface from the traffic.

MR. MOORE: When you use the bituminous material with the tars, do you refine them or buy them refined?

MR. JAMES: Buy them refined.

PROF. LANG: Might I ask what is the experience with the penetration method on clay surfaces at the break-up time of the year?

MR. JAMES: Clay roads on which we have constructed bituminous surfacing have fortunately so far been well drained, and the surfacing of course is water-

proof, so we have not experienced any difficulty in connection with the spring break-up.

THE CHAIRMAN: We will now begin the afternoon session proper, and we will call upon Major Sheppard, who is one of the Fathers of Confederation, as far as our road building in the Province is concerned, to address us on "Road Maintenance."

ADDRESS

"ROAD MAINTENANCE"

Major Sheppard, Welland

Mr. Chairman and Gentlemen: The problem of maintaining the 42,000 miles of highways in the Province of Ontario will for all time to come tax the energy and resources of the road engineer and call for an increasing and continuous expenditure.

When we realize that from one and a half to two millions of dollars in cash is expended annually by the townships, and that an equal amount of more is worked out in a more or less useful way by statute labour, we begin to realize that it is time that a more practical and intelligent system of road maintenance should be inaugurated. Present conditions, which are bound to increase and become more exacting, demand something more efficient than statute labour, or the haphazard work that has tided us over in the past.

In addition to the large sum above mentioned, there has been expended since 1902 approximately \$5,000,000 on the different County Road Systems, the annual expenditure being now about \$800,000. As it is the province of the County Road System to build roads that will be a stimulus and example to the townships, so it must be the duty of the counties to so maintain and care for the county roads, that the townships whose roads are the feeders of the system will build and maintain their roads in like manner.

In most of the counties we are still in the constructive period, and, no doubt, further large sums will be expended on construction in the near future, but we must not forget, in our enthusiasm for new roads, that the \$5,000,000 already expended must be protected, and the only way this can be accomplished is to carefully maintain the roads already built. To do this, it has been found in every case that some plan of permanent and continuous patrol must be organized.

Circumstances must, of course, determine what is necessary, but the principle is that someone is in charge of the road and responsible for its maintenance and that suitable material and tools are always available, so that repairs can be promptly made and damage and accidents avoided.

In some cases on the roads, where the traffic is heavy and continuous, it is necessary to at once divide the highways into suitable divisions and employ permanent men to take charge. In other cases, men might be engaged and paid for the time actually employed. No matter which plan may be adopted, something must be done to preserve the original condition of the roads, following construction. The general public have too much interest and the taxpayers too much money invested to allow the roads to get into such a condition that they would have to be rebuilt in a few years.

A few of the main features of Highway Maintenance are noted as follows:—

1.—Drainage

As drainage is the first principle of construction, so it is the first to consider in maintenance. All side ditches, culverts and outlets should be kept free from obstructions at all times, ice and snow removed when needed, and, if possible, underdrains laid where the road seems to have a tendency to heave; outside, the metal or gravel kept smooth and shoulders thrown outside the ditch or removed so the water can flow to the side ditches and not sink into the road.

2.—Weeds

Weeds, brush and other obstruction of that kind ought to be kept down; not alone is it against the law to allow noxious weeds to grow on the highways, but weeds, grass and other objectionable matter growing on the side of the road give it an untidy appearance and hold snow and water and prevent quick drying. Too many trees also keep the road wet; a heavy row of trees, especially on the south side, prevents the sun drying out the road. An effort should be made to have part of them removed or have them well trimmed up.

3.—Hills

Hills require constant attention. The crown must be kept higher than on level stretches, as the water will follow the wheel tracks and wash out ruts. Side slopes also require to be watched to prevent slides filling up the ditches and turning the water into the roadbed.

4.—Culverts

Culverts also need care to prevent floating material from obstructing the openings. Brush, leaves, grass, etc., form dams which prevent the water passing through freely. When freezing follows, the pressure of the ice cracks or breaks the tile or side walls, and damage follows which a few minutes' attention would have prevented.

5.—Guard Rails

Another matter that often needs attention is the guard rails which protect approaches to bridges and other dangerous places. Nothing looks worse than old broken and out-of-line rails that have been allowed to get out of repair, not alone the neglected appearance, but the danger to the municipalities from their liability in case of accident. We know from experience that every one that goes on the highway is insured, and the only way the public can be protected is to have all bridges, culverts and other dangerous places fool-proof.

Finally, we must provide for an ever-increasing and continuous wearing traffic. Ten years ago it was a curiosity to meet a motor car; now on many roads it is just as rare to meet a horse-drawn vehicle, except it be a team doing farm work. The radius of travel is increased four-fold. Before the era of the motor car ten miles was considered quite a journey to go and return in an afternoon; now forty miles is only a little spin. A few years ago a farmer passed along, his team making three miles an hour drawing fifty bushels of wheat weighing $1\frac{1}{2}$ tons. Now the motor truck rushes past carrying four or five tons at a speed of 15 miles an hour. All these changes may make for the business and pleasure of the community, but they provide many problems for the future road builder.

I imagine, Mr. Chairman, that the subject I have introduced won't lead to much discussion because it is so well understood, but, at the same time, I would like to impress upon the convention that the subject is the most important that the road builders of the Province have to undertake at the present time. The maintenance of these long stretches of road, for all time to come, is going to be a serious problem. Speaking with regard to the increase in traffic, everyone of you have noticed that just as soon as a road is improved the traffic begins to increase. Men will go three or four miles out of their way to get upon a good road. In every county where the Good Roads System has been introduced, the improved roads are carrying 80 per cent. of the traffic, and that fact very materially affects the maintenance. Our great problem in the future lies with the different kind of vehicles.

ADDRESS

Professor Laing, University of Toronto

Mr. Chairman and Gentlemen of the Good Roads Association: I have been present at three of your sessions and have watched the proceedings with the utmost interest. I can assure you that I feel very much at home when I am among a gathering of Good Roads men. I have been associated with the Good Roads Movement for the last five or six years, and it strikes me, the more I study the situation and the more I see of it, that after all when we are striving as an Empire to maintain our existence, the road-builder, perhaps, is as great an Empire-builder as the man in the trenches at the present moment. I think when I read something of the history of Roman endeavour and their methods that probably their road-builders were quite as great Empire-builders for Rome as those who fought her battles and won her laurels.

I have the utmost pleasure, Mr. Chairman, in congratulating you and the Association on the splendid discussions and the spirit manifested by those who have come here to participate in the discussions.

Among the resolutions brought before you, I think there were two of outstanding importance; the first is the matter of a systematic and standardized plan of accountancy throughout the counties which have adopted the County Road System. The Highway Improvement Act is one of utmost importance. We are sadly lacking to-day in data that we can refer to as the past efforts in this direction, and consequently we have to operate somewhat in the dark. The importance of this I do not think can be over-emphasized among the municipalities doing this work. A systematic set of books can only be constructed by the Department, so that information can be readily obtained at a moment's notice.

The other feature that occurred to me as a matter of great importance is that of the educational campaign. I have been impressed through the discussions here and on other occasions with the reluctance of the different municipalities to undertake the scheme proposed in the new Highway Improvement Act, largely on account of the expense, and, therefore, the educational work must be carried on with the utmost persistency. The most enthusiastic road builder will find it a very difficult problem to fully justify the expenditures that are to be involved in certain undertakings, on purely financial grounds. You have to get the people to a point slightly beyond monetary considerations. Financial considerations must be paramount, but you must imbue the spirit into the community of treating their highways the same as their dwellings. Why do you put a picture on the wall? There is no special

financial advantage in that, or in building more rooms than you really need for your family, but there is not a man who would think of building a house or barn with the least possible expense. He considers other matters besides those of dollars and cents. So until we can thoroughly imbue the advantages to be gained by good roads over and above those that are purely financial, the work will continue to be uphill. These are the important features of the work undertaken by this Association, and I trust you will have every success in carrying them to a conclusion.

I was struck with the remarks of some of the men yesterday, and the experience of the gentleman from Kent, my native county, came to me very forcibly. I think I would have been a bigger man if I had not had to walk two miles in mud to school every day. We had worse conditions then than now, and I think there is nothing that speaks more for the future of this Province than the splendid work this Association is carrying on.

ADDRESS

George Hogarth, Engineer of Highways, Department of Public Highways

Mr. President and Gentlemen: It has been a great pleasure to me to be present at this Conference of the Ontario Good Roads Association and listen to the discussions that have taken place. I have been greatly interested in the various problems of your work that have been presented and also in the enthusiastic manner in which the members have followed the proceedings. The energy exhibited at this meeting is of great significance, and the only result that it can have is the continued success of this Association and of the Good Roads Movement in the Province of Ontario. In carrying on the Good Roads Movement, it is essential that there be the heartiest co-operation between the municipal officials and the staff of the Highways Department, since only in that way can the greatest good come from the recently proclaimed highway legislation. Our Department is prepared to investigate any question that may arise with reference to the maintenance or construction of good roads, and we hope the counties will take the fullest advantage of this service.

I am very sorry that I have not had the pleasure of meeting all the delegates. I have done the best I could to get around and meet everybody, and I trust during the coming season to have the pleasure of meeting a larger number of the members who have been at this meeting.

ADDRESS

"TOWN PLANNING AND GOOD ROADS IN RURAL MUNICIPALITIES"

Thomas Adams, Ottawa, Town Planning Adviser to the Commission of Conservation

The rural municipality is the domain of the farmer. It is his interests that are dominant in the areas outside the cities and towns. In certain districts, such as those within ten or fifteen miles of Toronto where building sites are obtainable within easy reach of the railway stations, the sovereignty of the farmer is encroached upon by private residents and sub-division artists, and in other districts there are residential villages and summer resorts where the interests are not solely agricultural. But generally speaking it is the farmer and the interests of the farmer that we have to recognize and provide for in the rural municipalities.

The farmer is the creator and producer of the first necessities of life, and it is upon his activity and his success that we have to depend most in times of stress. But the cities need the rural districts not only to provide food, the sources of capital, etc., but also to provide the young, healthy recruits that are constantly required to keep up the average strength of the army of citizens crowded together in the comparatively unhealthy conditions of the city. The city relies more on the farmer than the farmer on the city, although in the apportionment of the fruits of the soil it often happens that that farmer is left with the least reward for his labour. He is not altogether blameless himself for this, for he has been slow to appreciate the value of co-operation and of such luxuries—to him—as good roads. His fear of increased taxation has always been a sore trouble to him. In spite of his usually intelligent grasp of affairs he appears to have failed to appreciate that the success of his business depends on the net profits he earns no matter what the taxes are. But the farmer is awakening to the fact that it is how you spend your money, and not the amount you spend, that is the important thing. Undoubtedly more must be spent in the future in getting good roads and the farmer will have to bear his share of the cost. We have to see that he gets fair play in the apportionment of that cost.

Up to the present, our fault has largely been in the direction of providing too many roads. It has seemed as if we thought by putting road reservations on the map and calling them roads, they would become roads without artificial aid. That we have too many reservations and that we have not planned them properly are two of our difficulties in getting some of them made good. The farmer will have to look at this question from a broad point of view and consider the general welfare of his district rather than his personal interest—what is best for his municipality as a whole will in the end be best for himself.

The real efficiency of a road system depends, however, on its being considered in relation to an area comprising many districts—and no one district can be satisfactorily dealt with alone. That is where the aid of the Provincial Department of Highways will be so valuable. Provincial planning must precede town planning. On these things we are mostly all agreed, but I can imagine the question being put—What business has the rural municipality with town planning? What interest can the farmer have in town planning anyway?

Unfortunately the term "town planning" is misleading as a description of the movement to which it relates. It means the planning and regulating of the use and development of land for all building purposes. Every farmer has certain rules which govern the use of his land, the rotation of his crops, etc., and he will be the first to recognize the need for even greater consideration being given to the "planting" of buildings on the land. When permanent buildings are erected, they are capable of standing—or should be—for 100 or more years. In considering their erection we should surely have regard to the development that may take place in the intervening period. We cannot tell precisely what the extent of the building "crop" will be in any given period or how many acres of land "will be spoilt by being covered by stone and lime," as the Scottish farmer put it. But the farmer also does not know what his apple crop will yield when he is planting his young trees. None of us can accurately see into the future, but we have certain principles and experience to guide us, and we require to use them in regard to building development as well as in regard to farming. We also should have regard to the expensive and permanent nature of the "crop" we are dealing with.

We go on every year destroying building values by our indiscriminate way of allowing buildings to "grow up anyhow." This means loss of capital and waste, and the man who feels most the result of national waste is the farmer. The more we waste money in the cities on inefficient and inconvenient methods of transportation, on unnecessary fire risks, on extravagant local improvements, on the consequences of bad local government, the less capital is available to help the development of our rural areas, the making of good roads, and to purchasing the necessities and luxuries which the farmer produces.

The good government of the city is as necessary for the welfare of the farmer as it is for the welfare of the city dweller. You cannot separate the problem of the town from the problem of the country. It is in the rural municipalities that the beginnings of bad development take place, and it is only during and before these beginnings take place that you can properly plan and regulate development.

The healthy development of Toronto depends as much on the control of development in the rural areas outside as on the control inside the city boundaries. We must have the co-operation of the farmers in preventing that development taking place in such a way as to burden the future taxpayers with the great losses we have now to bear, as a result of neglected sanitation, bad suburban roads, want of planning, and destruction of natural features. All round the small towns and the villages, there are areas which are in process of being used for building purposes or are so situated that they are likely to be so used. It is to the farmer's interest as a producer and as a taxpayer that there should be regulations to control that development, and get good roads made where the traffic is greatest and the profit obtained from the land is highest.

Sometimes one farmer will sell his farm for purposes of sub-division. He goes out of business at a good profit. Later on the other farmers in that district have to put their hands in their pockets to pay for improvements from which they enjoy no benefits—or perhaps they have to bear the heavy cost of educating the children of large bodies of workmen brought into a rural district by a manufacturer. They cannot prevent that sort of development but they can assist in getting it controlled in such a way that the burden will be more fairly apportioned and that the making of good roads will be borne by those who have to use them.

In Great Britain the prime movers in many town planning schemes are the farmers in rural districts who want good roads, and who have to protect themselves from the encroachment of building development of an undesirable kind. This short paper is merely an introduction to some of the elementary phases of a big subject. The farmer in Canada has not yet begun to interest himself in town planning because he has not seen how it affects him. When he is prepared to take more interest in it and sees its relation to good roads I hope there will be many opportunities for discussing details. Meanwhile, the following are a few suggestions regarding the points of connection between town planning and good roads in rural areas. There are many other questions of interest to rural municipalities in connection with town planning, but I will confine attention to road matters only.

(1) The planning of road widths is required so as to secure that more importance will be attached to the principal radial thoroughfares and less space given and money spent on minor roads in sub-divided areas. We cannot afford to give up a greater average width to streets than sixty-six feet, but we can arrange so that more width will be thrown into main thoroughfares and less width into streets of short length not required for through traffic. The question of width should have relation to the traffic purposes of a street, and farmers will gain as much as

any other class from the proper planning of our roads. Perhaps it may not be practicable to get more than sixty-six feet in main thoroughfares as part of the actual area dedicated to public use, but there are certain things we can do in a town planning scheme which will give us a result which is nearly as good. Whatever standard of width we may have fixed in a given area, we can vary the width of our building lines to secure that no buildings shall be erected nearer to each other on a main thoroughfare than, say, 100 feet, without any cost to the community, thus enabling us to widen such a thoroughfare in the future if ever it becomes necessary to do so. In most rural municipalities, however, sub-divisions have not taken place over large areas and there is still time to plan so as to secure a more sensible adjustment of road widths to our needs and our ability to pay. If sixty-six feet is a sound minimum for minor streets, it is an absurd width for main thoroughfares. It seems to be a good average and there is no reason why it should be greatly lowered as an average, but there is good reason why we should increase it in main highways. To enable us to do so, we must be prepared to allow narrower widths in short, minor streets. Air space should be obtained by fixing building lines and not by fixing width of streets.

(2) The use of road frontage for different classes of building should be considered with more care. Manufacturers select sites in rural areas without regard to the effect of their traffic on roads. In other instances, expensive streets are sometimes made to provide access to a few scattered dwellings. In proportion as the individual can throw the burden of cost of construction and maintenance on the community, the method of developing land is usually carried out in an extravagant way. The need of avoiding this waste and securing a more reasonable apportionment of cost is very great, but it cannot be determined satisfactorily without proper planning.

(3) The extension of railway systems and the growth of radial transportation will increase the tendency of building development to spread into rural areas: it will cause consideration to be given to securing good access by road to stations. The improvement of the road system should be planned as far as practicable before new lines or stations are fixed, and should at least be considered in co-operation with the railway interests when they are fixing their lines or stations. Although we have division lines already laid down for most roads, we should have a scheme of improvement prepared or at any rate we should have machinery ready to deal with it as soon as developments come along.

(4) The fixing of certain areas for residence and others for manufacturing is even more important in rural areas than in cities. It has a bearing on the good roads problem. We should have heavier roads to accommodate the traffic of factories and lighter and cheaper roads for residential areas. Unless we separate the two classes of development to a certain extent, we cannot make economical roads.

(5) Our roads should be designed to make the most of natural scenery and there should be control of bill-boards. If the districts through which roads are made are protected from injury, visitors and business will be attracted.

These and other questions require consideration by rural municipalities in town planning schemes. By preparing such schemes they will be able to get the foundation laid for a satisfactory method of apportioning costs of road construction or maintenance. The need for this is very great in the interests of the farmer but the practical difficulties are almost insuperable under present conditions. The border line between the city and the country is becoming less and less definite

and it is along this line on both sides that regulation is most urgent in the interests of good roads and healthy living conditions. The rural municipalities have a great responsibility to see that the overflow of the city will be well taken care of under their jurisdiction and will not, on the other hand, add unduly to the burdens of those who are engaged in agriculture.

RESOLUTIONS

Resolutions were adopted as follows:

1. That the Minister of Highways be requested to consider the advisability of making provision for supplying road building material at a minimum cost.

2. That we approve of the action of the Legislature in increasing their contribution towards the construction of County Roads and by making provision for maintenance, and express the hope that additional assistance will be granted when the Provincial revenues warrant it.

3. That we approve of the Bill to regulate the load of vehicles operated on highways, with the addition of a clause, authorizing municipalities to place notices on bridges already constructed, specifying the load that they will carry and that this notice be operative to protect municipalities for ten years or until a bridge is strengthened to carry the weight specified in the Bill.

4. That the section of the Municipal Act providing for the approval of County bridge plans by the Provincial Highways Department be extended to include the plans of bridges of twenty-five feet or over in Townships.

(5) That a uniform system of accounting for highway improvement should be considered by the Department of Highways, so that information showing comparative cost of highways in the various counties receiving aid from the Province will be available.

6. That the Good Roads Association arrange with the Department of Highways for a campaign of education in all counties that have not adopted a County Road System under the provisions of the Highway Improvement Act.

7. That the executive of the Good Roads Association be requested to continue their efforts to obtain lower freight rates for all road building material used by municipalities, and other matters pertaining thereto.

8. That the Secretary of this Association convey to Major T. L. Kennedy, past President, who is now on the firing line in France, their pride and satisfaction in knowing that one so long associated with the Good Roads Movement in Ontario is now upholding the honour of his country in its day of trial and express our sincere hope that he may live to return to us in victory, and that we may again have the pleasure of his presence among us and his sympathy and advice in the cause he has so much at heart.

9. That the Minister of Highways be requested to consider the advisability of amending the Highway Improvement Act by providing for the assessment of lands adjoining and contiguous to County Roads, for benefit derived from the construction of said roads.

10. That the thanks of this Association be extended to President Squire for the able and efficient manner in which he has discharged his duties during the year and for courtesies extended to delegates at this meeting.

11. That the thanks of this Association be extended to the County Council of the County of York for the liberal way in which from year to year they have afforded us the use of their Council Room.

FINANCIAL STATEMENT, 1915=1916

Receipts.

Balance from 1915	\$480 73
Interest	10 19
Government grant	600 00
Townships of Leeds and Lansdowne Rear	5 00
County of Wentworth	15 00
Counties of Stormont, Dundas and Glengarry	15 00
County of Brant	15 00
County of Middlesex	15 00
Counties of Prescott and Russell	15 00
County of Hastings	15 00
County of Haldimand	15 00
County of Welland	15 00
Village of Merritton	5 00
County of Carleton	15 00
City of Guelph	25 00
County of Simcoe	15 00
County of Elgin	15 00
County of York	15 00
City of Kingston	25 00
Township of York	5 00
S. L. Squire	1 00
	<hr/>
	\$1,336 92

Disbursements.

President's expenses <i>re</i> freight rates	\$73 25
Executive meeting expenses (May 12)	130 40
Expenses, American Delegates to Convention	123 25
Expenses, President attending meetings of County Councils...	127 00
Executive meeting expenses	212 05
Convention expenses	96 70
Printing, postage, etc.	23 50
Secretary, honorarium	50 00
Executive meeting expenses	203 95
Bank balance	296 82
	<hr/>
	\$1,336 92

Audited and found correct,
HERRERT BOWMAN,
A. S. MARION,

Auditors.





THE HONOURABLE WILLIAM HOWARD HEARST
PRIME MINISTER OF ONTARIO



HON. FINLAY G. MACDIARMID
MINISTER OF PUBLIC WORKS, ONTARIO

SIXTEENTH REPORT
OF
The Bureau of Labour
OF THE
PROVINCE OF ONTARIO
For the Year Ending December 31st
1915

PRINTED BY ORDER OF
THE LEGISLATIVE ASSEMBLY OF ONTARIO



TORONTO:

Printed and Published by A. T. WILGRESS, Printer to the King's Most Excellent Majesty

1916

Printed by
WILLIAM BRIGGS
Corner Queen and John Streets
TORONTO

TO HIS HONOUR SIR JOHN STRATHEARN HENDRIE,

Lieutenant-Governor of Ontario.

May it Please Your Honour:

The undersigned has the honour to present herewith for your consideration the Report of the Bureau of Labour of the Province of Ontario for the year 1915.

I have the honour to be,

Your Honour's most obedient servant,

FINLAY G. MACDIARMID,

Minister of Public Works.

TO THE HONOURABLE FINLAY G. MACDIARMID,

Minister of Public Works, Ontario.

SIR,—I have the honour of submitting to you herewith the Sixteenth Report of the Bureau of Labour.

I have the honour to be, Sir,

Your obedient servant,

ROBERT EDGAR,

Secretary.

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SIXTEENTH REPORT

OF THE

BUREAU OF LABOUR

1915

INTRODUCTION.

The sixteenth annual report of the Bureau of Labour of the Province of Ontario continues to show the usual steady progress and increasing growth of its work.

The Bureau still continues to carry on the Free Employment Bureaus in the cities of Berlin, Brantford, Hamilton, London, Ottawa and Walkerville. Another has been added to their number in the city of St. Thomas in the month of May, but the returns do not show the same amount of business done as in the previous year's report, owing in a great measure to the fact that the Hamilton Branch having been inactive for three months owing to a change in management and also to the great number of enlistments for Overseas service, which absorbed a great amount of the unemployed, therefore, in the later months of the year the demands of the employers for labour greatly exceeded the number of applicants.

The number of returns from the municipal clerks have shown a further increase. There have been 812 as compared with 810 for 1914. There was still, however, much work which should not be needed to maintain this growth, many clerks requiring repeated notices before sending in reports or rendering them more complete and accurate. The statistical tables show a decrease in money spent throughout the municipalities of the Province, which is attributable to the effect the war has had upon the money market. The reports give 21,318 new buildings erected in 1914 at a cost of \$53,316,942, showing a decrease from the previous year, which was: buildings reported 26,253, costing \$65,824,692, showing a decrease in building of \$12,507,750, which would account for a great amount of unemployment in that one branch of employment. The reports from the municipalities also show a small decrease in the expenditure on permanent improvements, such as roadways, bridges, etc. In 1914 the expenditure was \$10,067,039 as compared with \$10,116,375 in 1913, showing the small decrease of \$49,489 which was expended in small localities as the cities show an increased expenditure on that class of work to the extent of \$514,738. The 31 cities report 11,870 new buildings, costing \$39,372,008; expenditure on permanent improvements, \$5,571,340; and on sanitation, \$5,142,736. The 102 towns reported 13 falling to 40, 601, 2,768 new buildings, costing \$2,194,633; expended on permanent improvements, \$1,092,618; and on sanitation \$794,822. The 147 incorporated villages report 704 new buildings, costing \$1,154,850; expenditure on permanent improvements, \$181,441; and on sanitation \$29,622. The 538 townships and groups of townships

reporting (9 not doing so) give 4,966 new buildings, costing \$6,233,385; expenditure on permanent improvements, \$2,117,740; and on sanitation \$119,677. As shown by their detailed reports the clerks afford useful information as to the manufacturing establishments started during the year and the openings for other industries.

The statistics given for six years concerning public utilities owned and operated by the municipalities are continued, showing an increased capitalization amounting to \$63,185,019 for the 250 municipalities making returns, being an increase of \$9,473,845. The cities report assets of this nature amounting to \$47,257,573; the towns \$13,044,495, the villages \$1,929,078, and townships \$953,870. In another table these public utilities are classified as follows: waterworks, \$40,461,688; electric lighting, \$16,042,531; gas works, \$516,042; street railways, \$3,937,431; power plant, \$705,838; telephone system, \$1,496,329; miscellaneous, \$25,085.

The increase in the number of local unions returning their schedules is maintained, there being 546 as compared with 515 in 1913, but still they fall short of the total number of local unions, which in the Province is 808, almost one-third of the unions not reporting. Returns from the 546 local unions (9 not reporting) give a membership of 49,398 (which will be seen by a table printed in this year's report), which is a very good showing considering the number of union men who have joined the colours, which will run into the thousands, and the loss of membership through the scarcity of work which, as a rule, occurs during a depression in trade. Though there is this improvement, these returns are evidently still incomplete, some unions still refusing or neglecting to supply the required information. As I have before pointed out this policy is hard to understand, as organized labour in every other country, instead of showing this reticence, is eager to make the best possible showing of its growth and influence.

The manufacturers still continue to send in an increased number of returns, there being 965 as compared with 953 last year and 867, and 759 for the previous years; of these 109 were too incomplete for tabulation, leaving to be thus treated 856 establishments employing 60,874 persons, as compared with 850 establishments employing 67,106 persons, 822 employing 61,637 persons, 707 employing 51,095 in the three preceding years. The aggregate number of days in operation in these 856 establishments was 226,446 as compared with 234,504, 235,000, 229,473 in the previous years. The product was \$162,296,537 as compared with \$175,657,467, \$156,712,991, \$139,990,138 previously. The wages were \$32,497,244 as compared with \$34,681,997, \$37,806,066, \$28,022,416 in the previous years. The average wage rate per year was \$533.85; and per day \$2.02 as compared with \$530.01 and \$1.92; \$532.70 and \$1.81, \$495.10 and \$1.74 previously. There is no authoritative nominal list of industrial establishments in the Province, so we have to make one from various more or less trustworthy sources, and consequently these statistics are not complete. Then, too, some manufacturers are negligent as to replying fully and a few refuse to give any information. There are a sufficient number of adequate replies in each of the 32 sub-divisions to give a fairly representative view of the general industrial condition.

Such subjects as labour legislation, trade disputes, legal decisions, directories of labour organizations, and bureaus of labour, etc., are contained as usual in this report. The correspondence continues to grow. Four thousand and three hundred copies of the Fifteenth Annual Report were circulated, many through personal application. The usual schedules and circulars were mailed to secretaries of labour unions, clerks of municipalities and manufacturers. Over one thousand

letters were sent out asking for delayed schedules or further details, giving information required, and for similar objects within the scope of this Bureau. There were also many personal interviews in regard to fair wages and hours of public contracts, labour legislation, decisions by the courts, industrial statistics, etc. As usual there were requests for information by students of political economy from the university and elsewhere.

The leading labour men of the Province of Ontario are strongly advocating "Back to the Land" to greatly assist in the solution of the unemployment problem. I have, therefore, printed in an appendix to this year's report a description given by the Agricultural Department of some of the opportunities available in Northern Ontario for taking up land, and also the address of the Director of Colonization for the benefit of those who may wish to avail themselves of further information on this subject.

Another advancement on behalf of labour in the Province of Ontario has been made by the Hon. Finlay G. Macdormid, the new Minister of Public Works and Labour of the Provincial Government, who has placed the long requested "Fair Wage" clause in all contracts under his jurisdiction.

Clinton, Tp.	Dunn, Tp.	Fort William, C.	Hanover, Tn.
Clyde, Tp.	Dunnville, Tn.	Fraser, Tp.	Harburn, Tp.
Cobalt, Tn.	Durham, Tn.	Fredericksburgh, N., Tp.	Harcourt, Tp.
Cobden, V.	Dutton, V.	Fredericksburgh, S., Tp.	Harley, Tp.
Cobourg, Tn.	Dymond, Tp.	Frood Mine, Tn.	Harris, Tp.
Cochrane, Tn.	Dysart, etc., Tps.	Fullarton, Tp.	Harriston, Tn.
Cockburn Island, Tp.	Easthope N., Tp.	Gainsborough, Tp.	Harrow, Tp.
Colborne, V.	Easthope S., Tp.	Galt, Tn.	Harvey, Tp.
Colborne, Tp.	Eastnor, Tp.	Galway & Caven- dish, Tps.	Harwich, Tp.
Colchester N., Tp.	Eastview, Tn.	Gananoque, Tn.	Hastings, V.
Colchester S., Tp.	Edwardsburg, Tp.	Garafraxa, E., Tp.	Havelock, V.
Coldwater, V.	Effingham, Tp.	Garafraxa, W., Tp.	Havelock, Tp.
Coleman, Tp.	Eganville, V.	Garden Island, V.	Hawkesbury, Tn.
Collingwood, Tn.	Egremont, Tp.	Garson, Tp.	Hawkesbury E., Tp.
Collingwood, Tp.	Ekfrid, Tp.	Georgetown, V.	Hawkesbury W., Tp.
Conmee, Tp.	Elderslie, Tp.	Georgina, Tp.	Hay, Tp.
Copper Cliff, Tn.	Eldon, Tp.	Glamorgan, Tp.	Head, Maria & Clara, Tps.
Cornwall, Tn.	Elizabethtown, Tp.	Glanford, Tp.	Hensall, V.
Cornwall, Tp.	Ellice, Tp.	Glencoe, V.	Hepworth, V.
Courtright, V.	Elma, Tp.	Glenelg, Tp.	Hespeler, Tn.
Cramahe, Tp.	Elmira, V.	Gloucester, Tp.	Herschel, Tp.
Creemore, V.	Elmsley N., Tp.	Goderich, Tn.	Hibbert, Tp.
Crosby N., Tp.	Elmsley S., Tp.	Goderich, Tp.	Hilliard, Tp.
Crosby S., Tp.	Elora, V.	Gordon, Tp.	Hillier, Tp.
Crowland, Tp.	Elzevir & Grims- thorpe, Tps.	Gore Bay, Tn.	Hilton, Tp.
Crozler, Tp.	Embro, V.	Gosfield N., Tp.	Himsworth N., Tp.
Culross, Tp.	Emily, Tp.	Gosfield S., Tp.	Himsworth S., Tp.
Cumberland, Tp.	Emo, Tp.	Goulburn, Tp.	Hinchinbrooke, Tp.
Dalhousie & Sher- brooke N., Tps.	Englehart, Tn.	Gower N., Tp.	Hindon, Tp.
Dalton, Tp.	Enniskillen, Tp.	Gower S., Tp.	Holland Landing, V.
Darling, Tp.	Ennismore, Tp.	Graham, Tp.	Hope, Tp.
Darlington, Tp.	Eramosa, Tp.	Grand Valley, V.	Horton, Tp.
Dawn, Tp.	Erin, V.	Grantham, Tp.	Houghton, Tp.
Day & Bright (Ad- ditional), Tps.	Erin, Tp.	Grattan, Tp.	Howard, Tp.
Delaware, Tp.	Ernesttown, Tp.	Gravenhurst, Tn.	Howe Island, Tp.
Delhi, V.	Escott Front, Tp.	Greenock, Tp.	Howick, Tp.
Denbigh, Abinger & Ashby, Tps.	Escott Rear, Tp.	Grey, Tp.	Howland, Tp.
Denison, Tp.	Esquesing, Tp.	Griffith & Mata- watchan, Tps.	Hudson, Tp.
Derby, Tp.	Essa, Tp.	Grimsby, V.	Hullett, Tp.
Dereham, Tp.	Essex, Tn.	Grimsby N., Tp.	Humberstone, V.
Deseronto, Tn.	Etobicoke, Tp.	Grimsby S., Tp.	Humberstone, Tp.
Digby, Tp.	Euphemia, Tp.	Grimsthorpe, Tp.	Humphrey, Tp.
Dilke, Tp.	Euphrasia, Tp.	Guelph, C.	Hungerford, Tp.
Dorchester N., Tp.	Evanturel, Tp.	Guelph, Tp.	Huntingdon, Tp.
Dorchester S., Tp.	Exeter, V.	Guilford, Tp.	Huntley, Tp.
Douro, Tp.	Eyre, Tp.	Gwillimbury E., Tp.	Huntsville, Tn.
Dover, Tp.	Faraday, Tp.	Gwillimbury N., Tp.	Huron, Tp.
Downie, Tp.	Fenelon Falls, V.	Gwillimbury W., Tp.	Ignace, Tp.
Draper, Tp.	Fenelon, Tp.	Hagar, Tp.	Ingersoll, Tn.
Drayton, V.	Fergus, V.	Hagarman, Tp.	Innisfil, Tp.
Dresden, Tn.	Ferris, Tp.	Hagarty & Rich- ards, Tps.	Iroquois, V.
Drummond, Tp.	Finch, V.	Hagersville, V.	Jaffray & Melick, Tps.
Drury, Denison & Graham, Tps.	Finch, Tp.	Haileybury, Tn.	James, Tp.
Dryden, Tn.	Fitzroy, Tp.	Haldimand, Tp.	Jarvis, V.
Dudley, Tp.	Flamborough E., Tp.	Hallam, Tp.	Jennings, Tp.
Dumfries N., Tp.	Flamborough W., Tp.	Hallowell, Tp.	Jocelyn, Tp.
Dumfries S., Tp.	Flesherton, V.	Hamilton, C.	Johnson, Tp.
Dummer, Tp.	Flos, Tp.	Hamilton, Tp.	Joly, Tp.
Dunganannon, Tp.	Foley, Tp.	Hanmer, Tp.	Jones, Tp.
Dundalk, V.	Ford City, V.		Kaladar, Anglesea & Effingham, Tps.
Dundas, Tn.	Forest, Tn.		Kearney, Tn.
	Fort Erie, V.		
	Fort Frances, Tn.		

- Keewatin, Tn.
 Kemptville, V.
 Kennebec, Tp.
 Kenora, Tn.
 Keppel, Tp.
 Kerns, Tp.
 Killaloe Station, V.
 Kincardine, Tn.
 Kincardine, Tp.
 King, Tp.
 Kingston, C.
 Kingston, Tp.
 Kingsville, Tn.
 Kinloss, Tp.
 Kitley, Tp.
 Korah & Parke, Tps.
 Laird, Tp.
 Lake, Tp.
 Lakefield, V.
 Lanark, V.
 Lanark, Tp.
 Lancaster, V.
 Lancaster, Tp.
 Lansdowne Front, Tp.
 Lansdowne Rear, Tp.
 Latchford, Tn.
 Lavallee, Tp.
 Lavant, Tp.
 Laxton, Digby & Longford, Tps.
 Leamington, Tn.
 Leaside, Tn.
 Leeds & Lansdowne Front, Tps.
 Leeds & Lansdowne Rear, Tps.
 Limerick, Tp.
 Lindsay, Tn.
 Lindsay, Tp.
 Listowel, Tn.
 Little Current, Tn.
 Lobo, Tp.
 Lochiel, Tp.
 Logan, Tp.
 London, C.
 London, Tp.
 Longford, Tp.
 Longueuil, Tp.
 L'Orignal, V.
 Loughborough, Tp.
 Louth, Tp.
 Lucan, V.
 Lucknow, V.
 Luther E., Tp.
 Luther W., Tp.
 Lutterworth, Tp.
 Lynedoch, Tp.
 McClure, Tp.
 McDougall, Tp.
 McGillivray, Tp.
 McIrvine, Tp.
 McKellar, Tp.
 McKillop, Tp.
 McKim, Tp.
 McLean & Ridout, Tps.
 McMurrich, Tp.
 McNab, Tp.
 Macaulay, Tp.
 Macdonald, Meredith & Aberdeen, Tps.
 Machar, Tp.
 Machin, Tp.
 Madoc, V.
 Madoc, Tp.
 Maidstone, Tp.
 Malahide, Tp.
 Malden, Tp.
 Manvers, Tp.
 Mara, Tp.
 Maria, Tp.
 March, Tp.
 Mariposa, Tp.
 Markdale, V.
 Markham, V.
 Markham, Tp.
 Marlborough, Tp.
 Marmora, V.
 Marmora & Lake, Tps.
 Martland, Tp.
 Maryborough, Tp.
 Marysburgh N., Tp.
 Marysburgh S., Tp.
 Massey, Tn.
 Matawatchan, Tp.
 Matchedash, Tp.
 Matheson, Tn.
 Matilda, Tp.
 Mattawa, Tn.
 Mattawan, Tp.
 Maxville, V.
 May, Tp.
 Mayo, Tp.
 Medonte, Tp.
 Medora & Wood, Tps.
 Melancthon, Tp.
 Melick, Tp.
 Meredith, Tp.
 Merrickville, V.
 Merritton, V.
 Mersea, Tp.
 Metcalfe, Tp.
 Methuen, Tp.
 Middleton, Tp.
 Midland, Tn.
 Millbrook, V.
 Milton West, Tn.
 Miller, Tp.
 Milverton, V.
 Mimico, V.
 Minden, Tp.
 Minto, Tp.
 Mitchell, Tn.
 Monaghan N., Tp.
 Monaghan S., Tp.
 Monck, Tp.
 Monmouth, Tp.
 Mono, Tp.
 Montague, Tp.
 Monteagle & Herschel, Tps.
 Moore, Tp.
 Morley, Tp.
 Morningson, Tp.
 Morris, Tp.
 Morrisburg, V.
 Morrison, Tp.
 Mosa, Tp.
 Moulton, Tp.
 Mount Forest, Tn.
 Mountain, Tp.
 Mulmur, Tp.
 Murray, Tp.
 Muskoka, Tp.
 Nairn, Tp.
 Napanee, Tn.
 Nassagaweya, Tp.
 Neebing, Tp.
 Neelon & Garson, Tps.
 Nelson, Tp.
 Nepean, Tp.
 Nepigon, Tp.
 Neustadt, V.
 New Hamburg, V.
 New Liskeard, Tn.
 Newboro, V.
 Newburgh, V.
 Newbury, V.
 Newcastle, V.
 Newmarket, Tn.
 New Toronto, V.
 Niagara, Tn.
 Niagara, Tp.
 Niagara Falls, C.
 Nichol, Tp.
 Nightingale, Tp.
 Nipissing, Tp.
 Nissouri E., Tp.
 Nissouri W., Tp.
 Normanby, Tp.
 North Bay, Tn.
 Norwich, V.
 Norwich N., Tp.
 Norwich S., Tp.
 Norwood, V.
 Nottawasaga, Tp.
 Oakland, Tp.
 Oakley, Tp.
 Oakville, Tn.
 O'Connor, Tp.
 Oil Springs, V.
 Ojibway, Tn.
 Olden, Tp.
 Oliver, Tp.
 Omemee, V.
 Oneida, Tp.
 Onondaga, Tp.
 Ops, Tp.
 Orangeville, Tn.
 Orford, Tp.
 Orillia, Tn.
 Orillia, Tp.
 Oro, Tp.
 Oshawa, Tn.
 Osgoode, Tp.
 Osnabruck, Tp.
 Oso, Tp.
 Osprey, Tp.
 Otonabee, Tp.
 Ottawa, C.
 Owen Sound, Tn.
 Oxford on Rideau, Tp.
 Oxford E., Tp.
 Oxford N., Tp.
 Oxford W., Tp.
 Paipoonge, Tp.
 Paisley, V.
 Pakenham, Tp.
 Palmerston, Tn.
 Palmerston & North & South Canonto, Tps.
 Papineau, Tp.
 Paris, Tn.
 Parke, Tp.
 Parkhill, Tn.
 Parry Sound, Tn.
 Peel, Tp.
 Pelee, Tp.
 Pelham, Tp.
 Pembroke, Tn.
 Pembroke, Tp.
 Penetanguishene, Tn.
 Percy, Tp.
 Perry, Tp.
 Perth, Tn.
 Peterborough, C.
 Petewawa, Tp.
 Petrolea, Tn.
 Pickering, Tp.
 Picton, Tn.
 Pilkington, Tp.
 Pittsburgh, Tp.
 Plantagenet N., Tp.
 Plantagenet S., Tp.
 Plummer (Add.), Tp.
 Plympton, Tp.
 Point Edward, V.
 Port Arthur, C.
 Port Carling, V.
 Port Colborne, V.
 Port Credit, V.
 Port Dalhousie, V.
 Port Dover, V.
 Port Elgin, V.
 Port Hope, Tn.
 Port Perry, V.
 Port Rowan, V.
 Port Stanley, V.
 Portland, Tp.

Portsmouth, V.	Scugog, Tp.	Teeswater, V.	Waterloo, Tn.
Powassan, Tn.	Seaforth, Tn.	Tehkummah, Tp.	Waterloo, Tp.
Prescott, Tn.	Sebastopol, Tp.	Thamesville, V.	Waters, Tp.
Preston, Tn.	Seneca, Tp.	Thedford, V.	Watford, V.
Prince, Tp.	Seymour, Tp.	Thessalon, Tn.	Watt, Tp.
Proton, Tp.	Shallow Lake, V.	Thessalon, Tp.	Wawanosh E., Tp.
Puslinch, Tp.	Sheffield, Tp.	Thompson, Tp.	Wawanosh W., Tp.
	Shelburne, V.	Thorah, Tp.	Webbwood, Tn.
Radcliffe, Tp.	Sherborne, Tp.	Thornbury, Tn.	Welland, Tn.
Raglan, Tp.	Sherbrooke, Tp.	Thorold, Tn.	Wellesley, Tp.
Rainham, Tp.	Sherbrooke N., Tp.	Thorold, Tp.	Wellington, V.
Rainy River, Tn.	Sherbrooke S., Tp.	Thurlow, Tp.	West Lorne, V.
Raleigh, Tp.	Sherwood, Jones &	Tilbury, Tn.	Westminster, Tp.
Rama, Tp.	Burns, Tps.	Tilbury E., Tp.	Weston, V.
Ramsay, Tp.	Shuniah, Tp.	Tilbury N., Tp.	Westport, V.
Ratter & Dunnett,	Sidney, Tp.	Tilbury W., Tp.	Wheatley, V.
Tps.	Simcoe, Tn.	Tillsonburg, Tn.	Whitby, Tn.
Rawdon, Tp.	Sioux-Lookout, Tn.	Timmins, Tn.	Whitby, Tp.
Reayside, Tp.	Smith, Tp.	Tiny, Tp.	Whitby E., Tp.
Reach, Tp.	Smith's Falls, Tn.	Tiverton, V.	Whitchurch, Tp.
Renfrew, Tn.	Snowdon, Tp.	Torbolton, Tp.	Whitney, Tp.
Richards, Tp.	Sombra, Tp.	Toronto, C.	Wiarton, Tn.
Richmond, Tp.	Somerville, Tp.	Toronto, Tp.	Wicklow, Tp.
Richmond West, V.	Sophiasburg, Tp.	Toronto Gore, Tp.	Widdifield, Tp.
Richmond Hill, V.	Southampton, Tn.	Tossorontio, Tp.	Wilberforce & Al-
Ridgetown, Tn.	South River, V.	Tottenham, V.	gona N., Tps.
Ridout, Tp.	Southwold, Tp.	Townsend, Tp.	Williams E., Tp.
Rochester, Tp.	Springer, Tp.	Trafalgar, Tp.	Williams W., Tp.
Rockland, Tn.	Springfield, V.	Trout Creek, Tn.	Williamsburg, Tp.
Roddick, Tp.	Stafford, Tp.	Tuckersmith, Tp.	Wilmot, Tp.
Rodney, V.	Stamford, Tp.	Tudor & Cashel, Tps.	Winchester, V.
Rolph, Buchanan &	Stanhope, Tp.	Turnberry, Tp.	Winchester, Tp.
Wylie, Tps.	Stanley, Tp.	Tweed, V.	Windham, Tp.
Romney, Tp.	Stayner, Tn.	Tyendinaga, Tp.	Windsor, C.
Ross, Tp.	Steelton, Tn.		Wingham, Tn.
Roxborough, Tp.	Stephen, Tp.	Usborne, Tp.	Wolfe Island, Tp.
Russell, Tp.	Stephenson, Tp.	Uxbridge, Tn.	Wolford, Tp.
Ryde, Tp.	Stirling, V.	Uxbridge, Tp.	Wollaston, Tp.
Ryersoh, Tp.	Stisted, Tp.		Wood, Tp.
	Storrington, Tp.	Van Horne, Tp.	Woodbridge, V.
St. Catharines, C.	Stouffville, V.	Vankleek Hill, Tn.	Woodhouse, Tp.
St. Edmunds, Tp.	Stratford, C.	Vaughan, Tp.	Woodstock, C.
St. Joseph, Tp.	Strathroy, Tn.	Verulam, Tp.	Woodville, V.
St. Mary's, Tn.	Streetsville, V.	Vespra, Tp.	Woolwich, Tp.
St. Thomas, C.	Strong, Tp.	Victoria Harbour,	Worthington &
Salter, May & Har-	Sturgeon Falls, Tn.	V.	Blue, Tps.
row, Tps.	Sturgeon Point, V.	Vienna, V.	Wroxeter, V.
Saltfleet, Tp.	Sudbury, Tn.		Wylie, Tp.
Sandfield, Tp.	Sullivan, Tp.	Wainfleet, Tp.	Wyoming, V.
Sandwich, Tn.	Sundridge, V.	Walkerton, Tn.	
Sandwich S., Tp.	Sunnidale, Tp.	Walkerville, Tn.	Yarmouth, Tp.
Sandwich W., Tp.	Sutton, V.	Wallace, Tp.	Yonge Front, Tp.
Sarawak, Tp.	Sydenham, Tp.	Wallaceburg, Tn.	Yonge & Escott
Sarnia, C.	Tara, V.	Walpole, Tp.	Rear, Tps.
Sarnia, Tp.	Tarbutt & Tarbutt	Walsingham N., Tp.	York, Tp.
Saugeen, Tp.	(Add.), Tps.	Walsingham S., Tp.	
Sault Ste. Marie, C.	Tarentorus, Tp.	Wardsville, V.	Zone, Tp.
Scarborough, Tp.	Tavistock, V.	Warwick, Tp.	Zorra E., Tp.
Schreiber, Tp.	Tay, Tp.	Waterdown, V.	Zorra W., Tp.
Scott, Tp.	Tecumseh, Tp.	Waterford, V.	

REPORTS FROM MUNICIPAL CLERKS

ABERDEEN, Tp.—See Macdonald, Meredith and Aberdeen Tps.

ABINGER, Tp.—See Denbigh, Abinger and Ashby Tps.

ACTON, V.—Cheese factory started. Owns and operates electric light plant, cost \$8,500. Good opening for knitting factory, shoe factory. Number of buildings erected, 5; cost \$10,000. Amount expended on permanent improvements, \$500. Amount expended on sanitation, \$200. Geo. Runnie, Village Clerk, Acton.

ADELAIDE, Tp.—Number of buildings erected, 20; cost \$20,000. Amount expended on permanent improvements, \$2,000. Amount expended on sanitation, \$50. Ambrose Topping, Township Clerk, Kerwood.

ADJALA, Tp.—Opening for blacksmith and factory. No new buildings erected. Amount expended on permanent improvements, \$2,604. Amount expended on sanitation, \$101. G. Watson, Township Clerk, Colgan.

ADMASTON, Tp.—Number of buildings erected, 3; cost \$5,000. Amount expended on permanent improvements, \$1,437. R. W. Brown, Township Clerk, Admaston Station.

ADOLPHUSTOWN, Tp.—Good opening for canning factory. No new buildings erected. Amount expended on permanent improvements, \$1,333. D. W. Roblin, Township Clerk, Sillsville.

AILSA CRAIG, V.—Good opening for brick and tile works, basket factory. One new building erected, cost \$2,500. Amount expended on permanent improvements, \$311. Amount expended on sanitation, \$15. J. S. Smith, Village Clerk, Ailsa Craig.

ALBEMARLE, Tp.—Number of buildings erected, 4; cost \$2,000. Amount expended on permanent improvements, \$2,907. Thos. Coveney, Township Clerk, Purple Valley.

ALBERTON, Tp.—Number of buildings erected, 3; cost \$1,500. Amount expended on permanent improvements, \$3,000. Jas. Hastie, Sr., Township Clerk, Fort Frances.

ALBION, Tp.—Number of buildings erected, 6; cost \$8,000. Amount expended on permanent improvements, \$1,500. R. Matson, Township Clerk, Palgrave.

ALDBOROUGH, Tp.—Good opening for canning factories, fruit and vegetable growing. Number of buildings erected, 10; cost \$10,000. Amount expended on permanent improvements, \$12,000. E. Hugill, Township Clerk, Rodney.

ALEXANDRIA, Tn.—Owns and operates waterworks, cost \$35,750; electric light plant, cost \$11,750. No new buildings erected. Amount expended on permanent improvements, \$2,395. Amount expended on sanitation, \$200. S. Macdonald, Town Clerk, Alexandria.

ALFRED, Tp.—Number of buildings erected, 20; cost \$15,000. Amount expended on permanent improvements, \$1,500. B. G. Parisien, Township Clerk, Alfred.

ALGONA N., Tp.—See Wilberforce and Algona N. Tps.

ALGONA S., Tp.—One new building erected, cost \$500. Amount expended on permanent improvements, \$43. Amount expended on sanitation, \$4. John Phelan, Township Clerk, Castile P.O.

ALICE AND FRASER, Tp.—Good opening for woodworking industries. Number of buildings erected, 11; cost \$14,500. J. M. Kennedy, Township Clerk, Pembroke.

ALLISTON, Tn.—Owns and operates waterworks, cost \$27,000. Good opening for boot and shoe factory, woodenware factory, etc. Number of buildings erected,

6; cost \$17,000. Amount expended on permanent improvements, \$200. Amount expended on sanitation, \$100. W. Lockhart, Town Clerk, Alliston.

ALMONTE, Tn.—Stove factory started. Owns and operates electric light plant, cost \$38,000. Openings for industries requiring cheap power. Number of buildings erected, 5; cost \$15,000. J. T. Kirkland, Town Clerk, Almonte.

ALNWICK, Tp.—Good opening for evaporator. Number of buildings erected, 10; cost \$2,300. Amount expended on permanent improvements, \$1,150. Amount expended on sanitation, \$51. John McMillan, Township Clerk, Roseneath.

ALVINSTON, V.—Good opening for sugar factory. One new building erected, cost \$3,600. Amount expended on permanent improvements, \$250. Amount expended on sanitation, \$225. John Irving, Village Clerk, Alvinston.

AMABEL, Tp.—Number of buildings erected, 10; cost \$10,000. Amount expended on permanent improvements, \$3,000. Amount expended on sanitation, \$145. G. C. Ham, Township Clerk, Allenford.

AMARANTH, Tp.—Number of buildings erected, 2; cost \$1,800. Amount expended on permanent improvements, \$3,500. E. Hamilton, Township Clerk, Laurel.

AMELIASBURG, Tp.—Number of buildings erected, 3; cost \$6,000. Amount expended on permanent improvements, \$1,508. Amount expended on sanitation, \$52. F. File, Township Clerk, Ameliaburg.

AMHERST ISLAND, Tp.—No new buildings erected. Amount expended on permanent improvements, \$800. W. H. Moutray, Township Clerk, Stella.

AMHERSTBURG, Tn.—Planing mill started. Owns and operates waterworks, cost \$16,000; street lighting, cost \$5,000. Openings for industries of any character. Number of buildings erected, 3; cost \$3,000. Amount expended on permanent improvements, \$900. Amount expended on sanitation, \$3,500. G. E. Pulford, Town Clerk, Amherstburg.

ANCASTER, Tp.—No new buildings erected. Amount expended on permanent improvements, \$8,662. C. E. Reinke, Township Clerk, Ancaster.

ANDERDON, Tp.—Good opening for industries of any character. Number of buildings erected, 11; cost \$12,600. Amount expended on permanent improvements, \$1,450. A. C. Mailloux, Township Clerk, Amherstburg.

ANGLESEA, Tp.—See Kaladar, Anglesea and Effingham Tps.

ANSON AND HINDON, Tps.—Number of buildings erected, 2; cost \$1,000. Amount expended on permanent improvements, \$64. W. Welsh, Township Clerk, Minden.

ANSTRUTHER, Tp.—See Burleigh and Anstruther Tps.

APPLEBY, Tp.—See Casimir, Jennings and Appleby Tps.

ARKONA, V.—Good opening for basket factory, canning factory. No new buildings erected. J. G. Brown, Village Clerk, Arcona.

ARMOUR, Tp.—Good opening for saw mill or shingle mill. Number of buildings erected, 4; cost \$3,800. F. Metcalf, Township Clerk, Burk's Falls.

ARNPRIOR, Tn.—Felt factory, glove factory started. Owns and operates waterworks, cost \$130,300. Good opening for grist mill, woodworking industries, knitting factories, foundry and machine shop. Number of buildings erected, 5; cost \$13,000. Amount expended on permanent improvements, \$723. Amount expended on sanitation, \$827. T. H. Grout, Town Clerk, Arnprior.

ARRAN, Tp.—Number of buildings erected, 2; cost \$1,000. Amount expended on permanent improvements, \$3,788. Amount expended on sanitation, \$200. H. Potts, Township Clerk, Tara.

ARTEMESIA, Tp.—Good opening for furniture factory, tannery, grist mill. Number of buildings erected, 5; cost \$10,000. Amount expended on permanent improvements, \$5,000. W. J. Bellamy, Township Clerk, Flesherton.

ARTHUR, V.—Good opening for sugar beet factory, brick and tile yard. Number of buildings erected, 2; cost \$1,000. Amount expended on permanent improvements, \$950. Amount expended on sanitation, \$100. D. T. Small, Village Clerk, Arthur.

ARTHUR, Tp.—Number of buildings erected, 4; cost \$5,000. Amount expended on permanent improvements, \$4,300. A. Hellyer, Township Clerk, Kenilworth.

ASHBY, Tp.—See Denbigh, Abinger and Ashby Tps.

ASHFIELD, Tp.—No new buildings erected. Amount expended on permanent improvements, \$4,785. Amount expended on sanitation, \$28. T. G. Allen, Township Clerk, Dungannon.

ASPHODEL, Tp.—Number of buildings erected, 3; cost \$3,000. Amount expended on permanent improvements, \$2,500. J. Brackenridge, Township Clerk, Westwood.

ASSIGINACK, Tp.—Number of buildings erected, 7; cost \$4,200. A. Neilson, Jr., Township Clerk, Manitowaning.

ATHENS, V.—Good opening for milk separating plant and other industries. Number of buildings erected, 3; cost \$10,000. Amount expended on sanitation, \$200. A. M. Lee, Village Clerk, Athens.

ATHOL, Tp.—Good opening for cider and vinegar works. Number of buildings erected, 2; cost \$2,000. Amount expended on permanent improvements, \$445. W. Moore, Township Clerk, Picton.

ATWOOD, Tp.—Number of buildings erected, 6; cost \$2,900. Amount expended on permanent improvements, \$82. C. Campbell, Township Clerk, Rainy River.

AUGUSTA, Tp.—Number of buildings erected, 6; cost \$5,000. Amount expended on permanent improvements, \$6,640. Amount expended on sanitation, \$414. J. Mellafont, Township Clerk, Algonquin.

AURORA, Tn.—Owns and operates waterworks, cost \$35,000; electric light plant, cost \$21,000. Good opening for industries of any character. Number of buildings erected, 18; cost \$35,600. C. A. Petch, Town Clerk, Aurora.

AWENGA, Tp.—See Korah and Parke Tps.

AYLMER, Tn.—Owns and operates waterworks, cost \$10,000; electric light plant, cost \$30,000. Opening for industries of any character. Number of buildings erected, 9; cost \$26,000. Amount expended on permanent improvements, \$6,000. D. C. Davis, Town Clerk, Aylmer.

AYR, V.—Owns and operates hydro-electric light plant, cost \$12,000. Good opening for various industries. One new building erected, cost \$7,000. Amount expended on permanent improvements, \$800. Amount expended on sanitation, \$360. A. Reid, Village Clerk, Ayr.

BAGOT AND BLYTHFIELD, Tps.—Good opening for box factory, pulp factory, lime kiln. Number of buildings erected, 5; cost \$9,000. J. J. Dillon, Township Clerk, Calabogie.

BALA, Tn.—Saw mill, foundry started. Good opening for industries of any character. Number of buildings erected, 6; cost \$5,300. Amount expended on permanent improvements, \$700. W. J. Hobbs, Town Clerk, Bala.

BALA, Tp.—Foundry saw mill started. Opening for industries of any character. Number of buildings erected, 6; cost \$5,300. Amount expended on permanent improvements, \$700. F. Sutton, Township Clerk, Bala.

BALFOUR, Tp.—Good opening for woollen mill, flour mill, etc. Number of buildings erected, 3; cost \$2,500. Amount expended on permanent improvements, \$1,565. J. A. Bastien, Township Clerk, Chelmsford.

BANCROFT, V.—Good opening for pulp mill, roller mill, woollen mill, etc. Number of buildings erected, 7; cost \$19,000. Amount expended on permanent improvements, \$800. T. F. Kavanagh, Village Clerk, Bancroft.

BANGOR, Tp.—One new building erected, cost \$55. W. Carswell, Township Clerk, Maynooth.

BARRIE, Tn.—Owns and operates waterworks, cost \$129,633; electric light plant, cost \$103,350. Number of buildings erected, 84; cost \$239,105. Amount expended on permanent improvements, \$11,265. Amount expended on sanitation, \$14,670. A. W. Smith, Town Clerk, Barrie.

BARRIE, Tp.—No new buildings erected. Amount expended on permanent improvements, \$66. W. Maynard, Township Clerk, Cloyne.

BARTON, Tp.—Good opening for industries of any character. Number of buildings erected, 25; cost \$15,600. Amount expended on permanent improvements \$19,972. Amount expended on sanitation, \$3,884. A. Bryant, Township Clerk, Mount Hamilton.

BASTARD AND BURGESS, S., Tps.—Number of buildings erected, 7; cost \$11,000. Amount expended on permanent improvements, \$7,461. Amount expended on sanitation, \$175. W. Birch, Township Clerk, Delta.

BATH, V.—Fish packing and general store started. Owns and operates street lighting plant, cost \$200. Good opening for canning factory. One new building erected, cost \$1,500. Amount expended on permanent improvements, \$1,122. E. Shephard, Village Clerk, Box 57, Bath.

BATHURST, Tp.—Cheese box factory started. Number of buildings erected, 12; cost \$10,000. Amount expended on permanent improvements, \$1,040. R. Anderson, Township Clerk, Perth.

BAYFIELD, V.—Owns and operates telephone system, cost \$1,385. Good opening for flax mill, canning factory, creamery. Number of buildings erected, 6; cost \$7,000. Amount expended on permanent improvements, \$600. H. Erwin, Village Clerk, Bayfield.

BAYHAM, Tp.—Canning factory started. Good opening for canning factory. Number of buildings erected, 7; cost \$8,700. Amount expended on permanent improvements, \$1,400. B. Brian, Township Clerk, Straffordville.

BEAMSVILLE, V.—Canning factory, basket factory, cement vaults, cement block factory started. Owns and operates waterworks, cost \$28,000. Opening for jam factory. Number of buildings erected, 4; cost \$18,000. Amount expended on permanent improvements, \$2,900. W. Fairbrother, Village Clerk, Beamsville.

BEAVERTON, V.—Toy factory started. Openings for any description of industries. Number of buildings erected, 2; cost \$1,000. Amount expended on permanent improvements, \$8,000. C. A. Paterson, Village Clerk, Beaverton.

BECKWITH, Tp.—Number of buildings erected, 2; cost \$2,000. Amount expended on permanent improvements, \$1,000. J. Robertson, Township Clerk, Carleton Place.

BEDFORD, Tp.—Owns and operates telephone system, cost \$1,000. Number of buildings erected, 4; cost \$2,800. Amount expended on permanent improve-

ments, \$2,500. Amount expended on sanitation, \$60. James McNeil, Township Clerk, Burridge.

BEETON, V.—Owns and operates waterworks, cost \$16,500; electric light plant, cost \$6,000. Good opening for sash and door factory, boot and shoe factory. Number of buildings erected, 2; cost \$16,000. Amount expended on permanent improvements, \$436. J. Wright, Village Clerk, Beeton.

BELLE RIVER, V.—Number of buildings erected, 8; cost \$3,200. Amount expended on permanent improvements, \$1,192. Alfred La Charite, Village Clerk, Belle River.

BELLEVILLE, C.—Owns and operates waterworks, cost \$294,807; gas plant, cost \$100,000. Openings for industries of any character. Number of buildings erected, 60; cost \$90,000. Amount expended on permanent improvements, \$70,000. Amount expended on sanitation, \$5,300. J. W. Holmes, City Clerk, Belleville.

BELMONT AND METHUEN, Tps.—Number of buildings erected, 6; cost \$6,500. Amount expended on permanent improvements, \$2,166. W. Johnston, Township Clerk, Havelock.

BENTINCK, Tp.—Number of buildings erected, 5; cost \$3,600. Amount expended on permanent improvements, \$700. Amount expended on sanitation, \$200. J. Chittick, Township Clerk, Elmwood.

BERLIN, C.—Automobile factory, abattoir, florists started. Owns and operates waterworks, cost \$407,559; electric light and gas plant, cost \$565,798; street railway, \$164,282. Good opening for foundries. Number of buildings erected, 264; cost \$730,340. Amount expended on permanent improvements, \$170,267. Amount expended on sanitation, \$26,188. A. H. Miller, City Clerk, Berlin.

BERTIE, Tp.—Good opening for industries of any character. Number of buildings erected, 35; cost \$40,000. Amount expended on permanent improvements, \$19,000. Amount expended on sanitation, \$267. M. Pound, Township Clerk, Ridgeway.

BEVERLY, Tp.—Number of buildings erected, 5; cost \$6,000. Amount expended on permanent improvements, \$5,977. W. Wood, Township Clerk, Rockton.

BEXLEY, Tp.—Good opening for lime kilns. No new buildings erected. Amount expended on permanent improvements, \$1,300. A. Taylor, Township Clerk, Victoria Road.

BIDDULPH, Tp.—Good opening for brick and tile works. Number of buildings erected, 3; cost \$2,000. Amount expended on permanent improvements, \$5,813. W. Stanley, Township Clerk, Granton.

BILLINGS, Tp.—Good opening for industries requiring good water power. Number of buildings erected, 3; cost \$2,400. Amount expended on permanent improvements, \$1,500. W. Boyd, Township Clerk, Kagawong.

BINBROOK, Tp.—Number of buildings erected, 8; cost \$9,000. Amount expended on permanent improvements, \$6,627. W. Switzer, Township Clerk, Glandford Station.

BLANDFORD, Tp.—Evaporator and pickle factory started. Number of buildings erected, 10; cost \$8,400. Amount expended on permanent improvements, \$1,949. G. Oliver, Township Clerk, Bright.

BLANSHARD, Tp.—Number of buildings erected, 5; cost \$9,000. Amount expended on permanent improvements, \$8,389. J. Jameson, Township Clerk, St. Mary's.

BLENHEIM, Tn.—Owns and operates electric light system, cost \$12,000. Good opening for tobacco factory, etc. Number of buildings erected, 7; cost

\$33,000. Amount expended on permanent improvements, \$3,000. P. Shillington, Town Clerk, Blenheim.

BLENHFIRM, Tp.—Owns and operates hydro-electric light and power plant, cost \$13,287. Good opening for industries of any character. Number of buildings erected, 7; cost \$10,000. Amount expended on permanent improvements, \$5,503. Hugh Allan, Township Clerk, Drumbo.

BLEZARD, Tp.—Good opening for creamery. Number of buildings erected, 5; cost \$1,500. Amount expended on permanent improvements, \$308. G. Bonin, Township Clerk, Blezard Valley.

BLIND RIVER, Tn.—Saw mills started. Good opening for woodworking industries, tanneries, chemical works, pulp mills. No new buildings erected. Amount expended on permanent improvements, \$6,000. M. F. Dyke, Town Clerk, Blind River.

BLOOMFIELD, V.—Good opening for industries requiring steam power. Number of buildings erected, 3; cost \$8,600. Amount expended on permanent improvements, \$1,200. C. Saylor, Village Clerk, Bloomfield.

BLUE, Tp.—Number of buildings erected, 2; cost \$600. Amount expended on permanent improvements, \$2,694. Henry Isberg, Township Clerk, Sleeman.

BLYTE, V.—Owns and operates waterworks and electric light plant, cost \$12,000; telephone system, cost \$34,500. Good opening for sash and door factory, salt works. Number of buildings erected, 2; cost \$4,500. Amount expended on permanent improvements, \$300. Amount expended on sanitation, \$100. A. Elder, Village Clerk, Blyth.

BLYTHFIELD, Tp.—See Bagot and Blythfield Tps.

BOBCAYGEON, V.—Owns and operates electric light plant, cost \$25,000. Good opening for woodworking industries. Number of buildings erected, 8; cost \$10,000. Amount expended on permanent improvements, \$465. C. Stewart, Village Clerk, Bobcaygeon.

BOLTON, V.—Paint shop started. Good opening for medical doctor, jewellery store. Number of buildings erected, 3; cost \$2,500. Amount expended on permanent improvements, \$300. Amount expended on sanitation, \$400. John McDonald, Village Clerk, Bolton.

BONFIELD, Tn.—Good opening for flour mill, sash and door factory, shoo mill, cheese factory, butter factory. Number of buildings erected, 4; cost \$900. Amount expended on permanent improvements, \$337. Amount expended on sanitation, \$17. L. St. Cyr, Town Clerk, Bonfield.

BONFIELD, Tp.—Good opening for box factory, brick yard, sash and door factory, cement factory. Number of buildings erected, 30; cost \$25,000. Amount expended on permanent improvements, \$600. Amount expended on sanitation, \$200. M. Dunn, Township Clerk, Rutherglen.

BOSANQUET, Tp.—Number of buildings erected, 13; cost \$9,300. Amount expended on permanent improvements, \$8,777. Geo. Sutherland, Township Clerk, Thedford.

BOTHWELL, Tn.—Owns and operates waterworks, cost \$1,500; electric light plant, cost \$6,000. One new building erected, cost \$1,000. W. Bradley, Town Clerk, Bothwell.

BOWMANVILLE, Tn.—Owns and operates waterworks, cost \$165,000. Openings for any kind of industries. Number of buildings erected, 10; cost \$30,000. Amount expended on permanent improvements, \$2,500. Amount expended on sanitation, \$55,000. John Lyle, Town Clerk, Bowmanville.

BRACEBRIDGE, Tn.—Owns and operates waterworks, cost \$64,000; electric light and power plant, cost \$124,000. Good opening for woodworking industries of every description. Number of buildings erected, 2; cost \$32,000. Amount expended on permanent improvements, \$577. A. Salmon, Town Clerk, Bracebridge.

BRADFORD, V.—Good opening for industries of any character. Number of buildings erected, 7; cost \$14,000. Amount expended on permanent improvements, \$1,476. G. Green, Village Clerk, Bradford.

BRAMPTON, Tn.—Owns and operates waterworks, value \$161,614; hydro-electric system, value \$78,236. Openings for all kinds of industries. Number of buildings erected, 114; cost \$160,000. Amount expended on permanent improvements, \$26,806. Amount expended on sanitation, \$1,803. W. McFadden, Town Clerk, Brampton.

BRANT, Tp.—Number of buildings erected, 5; cost \$8,000. Amount expended on permanent improvements, \$3,000. Amount expended on sanitation, \$260. M. McCallum, Township Clerk, Elmwood.

BRANTFORD, C.—Silk Industry, sporting goods factory started. Owns and operates waterworks, cost \$619,179; street railway, \$270,000. Good opening for industries of any character. Number of buildings erected, 371; cost \$435,510. Amount expended on permanent improvements, \$23,000. Amount expended on sanitation, \$67,000. H. Leonard, City Clerk, Brantford.

BRANTFORD, Tp.—Good opening for canning factory, etc. Number of buildings erected, 25; cost \$25,000. Amount expended on permanent improvements, \$33,741. J. Smith, Township Clerk, Brantford.

BRIDGEBURG, V.—Owns and operates waterworks, cost \$54,351. Number of buildings erected, 10; cost \$20,000. Amount expended on permanent improvements, \$10,000. Amount expended on sanitation, \$1,600. R. Land, Village Clerk, Bridgeburg.

BRIGHTON, V.—Owns and operates waterworks, cost \$50,000. Good opening for various industries. Number of buildings erected, 2; cost \$3,000. Amount expended on permanent improvements, \$2,500. A. Marks, Village Clerk, Brighton.

BRIGHTON, Tp.—Owns and operates telephone system, cost \$20,000. Number of buildings erected, 9; cost \$6,100. Amount expended on sanitation, \$100. F. Wade, Township Clerk, Brighton.

BROCK, Tp.—Owns and operates hydro-electric system, cost \$6,000. Good opening for industries requiring electric power. Number of buildings erected, 9; cost \$14,000. Amount expended on permanent improvements, \$9,500. Amount expended on sanitation, \$250. F. Doble, Township Clerk, Sunderland.

BROCKVILLE, Tn.—Owns and operates waterworks, cost \$265,587; gas and electric plant, \$235,364. Good opening for various industries. Number of buildings erected, 19; cost \$65,810. Amount expended on permanent improvements, \$4,765. Amount expended on sanitation, \$9,950. G. Dewey, Town Clerk, Brockville.

BROMLEY, Tp.—Number of buildings erected, 4; cost \$4,500. Amount expended on permanent improvements, \$2,776. J. D. Walsh, Township Clerk, Cobden.

BROOKE, Tp.—Owns and operates telephone system, cost \$35,000. Good opening for cheese factory, brick and tile yard. Number of buildings erected, 6; cost \$11,000. Amount expended on permanent improvements, \$10,233. Amount expended on sanitation, \$42. W. Willoughby, Township Clerk, Watford.

BROUGHAM, Tp.—Michael Sheedy, Township Clerk, Mount St. Patrick.

BRUCE, Tp.—Owns and operates telephone system, cost \$. Good opening for summer resort. No new buildings erected. Amount expended on permanent improvements, \$6,119. J. G. MacKay, Township Clerk, Underwood.

BRUCE MINES, Tn.—Number of buildings erected, 2; cost \$12,500. Amount expended on permanent improvements, \$100. T. Sullivan, Town Clerk, Bruce Mines.

BRUDENELL AND LYNEDOCCH, Tps.—Grist mill started. Number of buildings erected, 5; cost \$2,000. Amount expended on permanent improvements, \$126. T. O'Grady, Township Clerk, Killaloe Station.

BRUNEL, Tp.—No new buildings erected. Amount expended on permanent improvements, \$574. H. Earnsworth, Township Clerk, Huntsville.

BRUTON, Tp.—See Dysart, etc., Tps.

BRUSSELS, V.—Owns and operates telephone system, cost \$45,000. Good opening for condensed milk factory, cement factory, stone quarry. One new building erected, cost \$25,000. Amount expended on permanent improvements, \$600. Amount expended on sanitation, \$50. F. Scott, Village Clerk, Brussels.

BUCHANAN, Tp.—See Rolph, Buchanan and Wylie Tps.

BUCKE, Tp.—Good opening for pulp mill, saw mill, brick yard. Number of buildings erected, 11; cost \$9,000. Amount expended on permanent improvements, \$3,000. H. Day, Township Clerk, Haileybury.

BURFORD, Tp.—Number of buildings erected, 20; cost \$10,000. Amount expended on permanent improvements, \$17,575. F. Taylor, Township Clerk, Burford.

BURGESS, N., Tp.—One new building erected, cost \$1,000. Amount expended on permanent improvements, \$1,200. R. T. Noonan, Township Clerk, Stanleyville.

BURGESS, S., Tp.—See Bastard and Burgess, S., Tps.

BURK'S FALLS, V.—Owns and operates waterworks, cost \$42,000. Good opening for furniture factory and woodworking industries. Number of buildings erected, 4; cost \$6,000. Amount expended on permanent improvements, \$921. C. McArthur, Village Clerk, Burk's Falls.

BURLEIGH AND ANSTRUTHER, Tps.—Good opening for grist mill, lumber mill. Number of buildings erected, 2; cost \$1,000. L. Shepherd, M.D., Township Clerk, Apsley.

BURLINGTON, V.—Owns and operates waterworks, cost \$60,000. Good opening for industries of any character. Number of buildings erected, 45; cost \$41,650. Amount expended on permanent improvements, \$6,991. Amount expended on sanitation, \$15,000. J. Allen, Village Clerk, Burlington.

BURNS, Tp.—See Sherwood, Jones and Burns Tps.

BURPEE, Tp.—Number of buildings erected, 2; cost \$900. Amount expended on permanent improvements, \$800. Norman Bailey, Township Clerk, Evansville.

CACHE BAY, Tn.—Good opening for sash and door factory. Number of buildings erected, 4; cost \$3,100. Amount expended on permanent improvements, \$455. Amount expended on sanitation, \$52. R. Bain, Town Clerk, Cache Bay.

CAISTER, Tp.—Good opening for tile works. Number of buildings erected, 5; cost \$3,000. Amount expended on permanent improvements, \$600. A. Shields, Township Clerk, Canfield.

CALDWELL, Tp.—Number of buildings erected, 5; cost \$4,000. Amount expended on permanent improvements, \$2,900. C. Poitras, Township Clerk, Verner.

CALEDON, Tp.—Good opening for industries of any character. No new buildings erected. Amount expended on permanent improvements, \$4,993. L. Willis, Township Clerk, Belfountain.

CALEDONIA, V.—Owns and operates hydro-electric system, cost \$8,000. Openings for industries of any character. Number of buildings erected, 28; cost \$50,000. Amount expended on permanent improvements, \$1,600. Amount expended on sanitation, \$150. J. Avery, Village Clerk, Caledonia.

CALEDONIA, Tp.—Good opening for peat factory. Number of buildings erected, 6; cost \$4,000. F. Downing, Township Clerk, Fenaghvale.

CALVIN, Tp.—Number of buildings erected, 3; cost \$1,000. D. Adams, Township Clerk, Galston.

CAMBRIDGE, Tp.—Number of buildings erected, 6; cost \$2,400. Amount expended on sanitation, \$150. J. B. Sanche, Township Clerk, Casselman.

CAMDEN, Tp.—Good opening for tile yard, creamery. Number of buildings erected, 15; cost \$5,000. Amount expended on permanent improvements, \$3,500. M. Blackburn, Township Clerk, Dresden.

CAMDEN E., Tp.—Number of buildings erected, 10; cost \$14,500. Amount expended on permanent improvements, \$3,550. T. McGill, Township Clerk, Centreville.

CAMERON, Tp.—Good opening for pulp or saw mills. No new buildings erected. Amount expended on permanent improvements, \$3,550. S. McMeekin, Township Clerk, Mattawa.

CANBOROUGH, Tp.—Good opening for brick and tile factory. Number of buildings erected, 8; cost \$6,000. Amount expended on permanent improvements, \$2,861. Amount expended on sanitation, \$18. M. Shaver, Township Clerk, Canborough.

CANNINGTON, V.—Openings for industries of any character. No new buildings erected. Amount expended on permanent improvements, \$390. W. Robinson, Village Clerk, Cannington.

CANONTO, N., Tp.—See Palmerston and N. and S. Canonto Tps.

CANONTO, S., Tp.—See Palmerston and N. and S. Canonto Tps.

CARADOC, Tp.—Good opening for potato drying factory. Number of buildings erected, 10; cost \$10,000. Amount expended on permanent improvements, \$9,420. Amount expended on sanitation, \$167. F. A. Lockwood, Township Clerk, Mount Brydges.

CARDEN, Tp.—Concrete piping factory started. Number of buildings erected, 2; cost \$3,000. Amount expended on permanent improvements, \$346. John Walsh, Township Clerk, Kirkfield.

CARDIFF, Tp.—No new buildings erected. F. Rowley, Township Clerk, Highland Grove.

CARDINAL, V.—Good opening for industries of any character. Number of buildings erected, 2; cost \$2,300. Amount expended on permanent improvements, \$800. M. Kavanagh, Village Clerk, Cardinal.

CARDWELL, Tp.—Saw mill started. Openings for woodworking industries. Number of buildings erected, 2; cost \$2,500. Amount expended on permanent improvements, \$470. M. Wilson, Township Clerk, Rosseau.

CARLETON PLACE, Tn.—Owns and operates waterworks, cost \$150,000. Good opening for industries of any character. One new building erected, cost \$6,500. Amount expended on permanent improvements, \$4,532. A. Peden, Town Clerk, Carleton Place.

CARLING, Tp.—No new buildings erected. Amount expended on permanent improvements, \$600. J. Broughton, Township Clerk, Parry Sound.

CARLOW, Tp.—Good opening for corundum factory. Number of buildings erected, 2; cost \$1,000. Amount expended on permanent improvements, \$2,000. J. Douglas, Township Clerk, Fort Stewart.

CARNARVON, Tp.—No new buildings erected. Amount expended on permanent improvements, \$2,082. W. Vincer, Township Clerk, Mindemoya.

CARRICK, Tp.—Openings for industries of any character. Number of buildings erected, 5; cost \$10,000. Amount expended on permanent improvements, \$4,500. Amount expended on sanitation, \$50. J. Johnston, Township Clerk, Mildmay.

CARTWRIGHT, Tp.—Number of buildings erected, 6; cost \$16,400. Amount expended on permanent improvements, \$1,117. Amount expended on sanitation, \$129. W. Peacock, Township Clerk, Nestleton Station.

CASEY, Tp.—Good opening for cheese factory, box factory. Number of buildings erected, 6; cost \$3,000. Amount expended on permanent improvements, \$3,400. J. Sheedy, Township Clerk, Pearson.

CASHEL, Tp.—See Tudor and Cashel Tps.

CASSELMAN, V.—Lumber mill and brick works started. Number of buildings erected, 3; cost \$6,000. Amount expended on permanent improvements, \$1,623. Amount expended on sanitation, \$187. J. Martin, Village Clerk, Casselman.

CASSIMIR, JENNINGS, AND APPLEBY, Tps.—Number of buildings erected, 3; cost \$1,500. Amount expended on permanent improvements, \$1,650. Amount expended on sanitation, \$50. W. Laforge, Township Clerk, St. Charles.

CAVAN, Tp.—Number of buildings erected, 5; cost \$4,400. Amount expended on permanent improvements, \$5,777. J. McGill, Township Clerk, Millbrook.

CAVENDISH, Tp.—See Galway and Cavendish Tps.

CAYUGA, V.—Garage and machine shop started. Number of buildings erected, 6; cost \$12,000. Amount expended on permanent improvements, \$2,300. J. W. Sheppard, Village Clerk, Cayuga.

CAYUGA, N., Tp.—Number of buildings erected, 11; cost \$9,700. Amount expended on permanent improvements, \$4,000. W. Teasdale, Township Clerk, Cayuga.

CAYUGA, S., Tp.—Good opening for cheese factory. Number of buildings erected, 4; cost \$3,000. Amount expended on permanent improvements, \$800. Amount expended on sanitation, \$2. J. Caughell, Township Clerk, South Cayuga.

CHAFFEY, Tp.—Good opening for saw mill, woodworking industries. Number of buildings erected, 3; cost \$1,600. Amount expended on permanent improvements, \$2,529. J. Silverwood, Township Clerk, Huntsville.

CHAMBERLAIN, Tp.—Good opening for pulp mill. Number of buildings erected, 2; cost \$1,000. Amount expended on permanent improvements, \$181. G. Dickinson, Township Clerk, Englehart.

CHANDOS, Tp.—Owns and operates telephone system, cost \$3,000. Good opening for mining and woodworking industries. No new buildings erected. Amount expended on permanent improvements, \$120. Amount expended on sanitation, \$35. L. Bullied, Township Clerk, Lasswade.

CHAPLEAU, Tp.—Owns and operates waterworks, cost \$50,000. Good opening for pulp mill. Number of buildings erected, 5; cost \$12,000. Amount expended on permanent improvements, \$2,000. J. Smart, Township Clerk, Chapleau.

CHAPMAN, Tp.—Good opening for woollen mill, box factory. Number of buildings erected, 3; cost \$4,200. Amount expended on permanent improvements, \$2,461. H. Snuggs, Township Clerk, Magnetawan.

CHAPPLE, Tp.—Good opening for cheese factory, flour mill. No new buildings erected. Amount expended on permanent improvements, \$7,458. Amount expended on sanitation, \$444. J. McNabb, Township Clerk, Barwick.

CHARLOTTENBURG, Tp.—Good opening for saw mill. Number of buildings erected, 8; cost \$8,000. Amount expended on permanent improvements, \$10,000. Amount expended on sanitation, \$100. G. Watson, Township Clerk, Williams-town.

CHARLOTTEVILLE, Tp.—Number of buildings erected, 5; cost, \$6,900. Amount expended on permanent improvements, \$1,438. Amount expended on sanitation, \$49. R. McCall, Township Clerk, Vittoria.

CHATHAM, C.—Brick and tile works, bent brake works and others started. Owns and operates waterworks, cost \$238,458; street lighting plant, cost \$40,000. Good opening for canning factory, beet sugar factory, or any kind of industry. Number of buildings erected, 141; cost \$185,730. Amount expended on permanent improvements, \$23,956. Amount expended on sanitation, \$10,522. W. Merritt, City Clerk, Chatham.

CHATHAM, Tp.—Number of buildings erected, 6; cost \$10,000. Amount expended on permanent improvements, \$1,500. A. McArthur, Township Clerk, Tupperville.

CHATSWORTH, V.—Saw mill started. One new building erected, cost \$1,000. Amount expended on permanent improvements, \$38. Amount expended on sanitation, \$21. W. Reilly, Village Clerk, Chatsworth.

CHELMSFORD, Tn.—Good opening for flour and grist mill, woodworking industry, etc. No new buildings erected. Amount expended on permanent improvements, \$350. H. Graiton, Town Clerk, Chelmsford.

CHESLEY, Tn.—Owns and operates waterworks, cost \$48,000. Good opening for stove foundry, whitewear factory, etc. No new buildings erected. Amount expended on permanent improvements, \$1,300. Amount expended on sanitation, \$636. H. Sanderson, Town Clerk, Chesley.

CHESTERVILLE, V.—Condensed milk plant started. Good opening for woodworking industries. Number of buildings erected 4; cost \$10,200. Amount expended on permanent improvements, \$567. Amount expended on sanitation, \$31. G. Elliott, Village Clerk, Chesterville.

CHINGUACOUSY, Tp.—Brick plant started. Owns and operates telephone system, cost \$30,000. Number of buildings erected, 4; cost \$5,000. Amount expended on permanent improvements, \$2,500. R. Kee, Township Clerk, Cheltenham.

CHISHOLM, Tp.—Good opening for creamery, cement block and brick plant, cheese factory, drain tile works. Number of buildings erected, 12; cost \$5,900. Amount expended on permanent improvements, \$1,154. E. Topp, Township Clerk, Alderdale.

CHIPPAWA, V.—Owns and operates electric light plant; cost, \$1,050. Good openings for industries of any character. Number of buildings erected, 5; cost \$5,500. Amount expended on permanent improvements, \$4,300. Chas. Weinbrenner, Village Clerk, Chippawa.

CHRISTIE, Tp.—Good opening for woodworking industry, portable saw mill. Number of buildings erected, 2; cost \$1,000. Amount expended on permanent

improvements, \$2,000. Amount expended on sanitation, \$50. W. Thompson, Township Clerk, Orrville.

CLARA, Tp.—See Head, Maria and Clara Tps.

CLARENCE, Tp.—Number of buildings erected, 80; cost \$15,000. Amount expended on permanent improvements, \$7,000. Amount expended on sanitation, \$779. J. Menard, Township Clerk, Bourget.

CLARENDON AND MILLER, Tps.—No new buildings erected. Amount expended on permanent improvements, \$1,500. Amount expended on sanitation, \$15. J. F. Card, Township Clerk, Plevna.

CLARKE, Tp.—Good opening for industries of any character. Number of buildings erected, 6; cost \$14,500. Amount expended on permanent improvements, \$4,093. Amount expended on sanitation, \$280. John Rickaby, Township Clerk, Orono.

CLIFFORD, V.—Garage started. Owns and operates gas lighting plant; cost \$3,500. Good opening for various industries. Number of buildings erected, 1; cost \$600. Amount expended on sanitation, \$55. J. Aitchison, Village Clerk, Clifford.

CLINTON, Tn.—Owns and operates waterworks, cost \$62,000; electric light plant, cost \$40,500. Openings for industries of any character. Number of buildings erected, 2; cost \$4,000. Amount expended on permanent improvements, \$1,345. D. Macpherson, Town Clerk, Clinton.

CLINTON, Tp.—Opening for basket factory. Number of buildings erected, 10; cost \$12,500. Amount expended on permanent improvements, \$5,500. G. Tinlin, Township Clerk, Beamsville.

CLYDE, Tp.—See Dysart, etc., Tps.

COBALT, Tn.—Owns and operates waterworks, cost \$101,108. Number of buildings erected, 57; cost \$73,654. Amount expended on permanent improvements, \$10,449. Amount expended on sanitation, \$25,180. R. O'Gorman, Town Clerk, Cobalt.

COEDEN, V.—Good opening for repair shop for agricultural machinery, hardware store, tin shop. Number of buildings erected, 4; cost \$1,000. Amount expended on permanent improvements, \$200. J. Warren, Village Clerk, Coedon.

COBOURG, Tn.—Felt factory started. Openings for industries of any character. Number of buildings erected, 50; cost \$32,234. Amount expended on permanent improvements, \$3,500. B. Ewing, Town Clerk, Cobourg.

COCHRANE, Tn.—Rosing plant started. Owns and operates waterworks; cost \$102,000. Opening for box factory, pulp and paper industry, brick factory, flour mill. Number of buildings erected, 7; cost \$25,000. Amount expended on permanent improvements, \$1,350. Amount expended on sanitation, \$1,700. H. Brown, Town Clerk, Cochrane.

COCKBURN ISLAND, Tp.—Saw mill started. Good opening for woodworking industries. No new buildings erected. Amount expended on permanent improvements, \$708. D. McLeod, Township Clerk, Cockburn Island.

COLBORNE, V.—Good opening for industries requiring electric power, light and heat. Number of buildings erected, 2; cost \$3,000. Amount expended on permanent improvements, \$1,773. H. Keyes, Village Clerk, Colborne.

COLBORNE, Tp.—No new buildings erected. Amount expended on permanent improvements, \$2,300. R. McIlwain, Township Clerk, Nile.

COLCHESTER, S., Tp.—Number of buildings erected, 7; cost \$1,140. Amount expended on permanent improvements, \$2,300. Amount expended on sanitation, \$8. J. Madill, Township Clerk, Harrow.

COLCHESTER, N., Tp.—Owns and operates telephone system; cost \$12,000. Number of buildings erected, 7; cost \$6,700. Amount expended on permanent improvements, \$3,000. M. W. Heaton, Township Clerk, Essex.

COLDWATER, V.—Owns and operates waterworks, cost \$23,000; electric light plant, cost \$7,000. Openings for industries of any character. No new buildings erected. H. Chester, Village Clerk, Coldwater.

COLEMAN, Tp.—No new buildings erected. Amount expended on permanent improvements, \$23,723. Amount expended on sanitation, \$826. P. J. Hart, Township Clerk, Cobalt.

COLLINGWOOD, Tn.—Owns and operates waterworks, cost \$97,354; electric light plant, cost \$66,478. Good opening for meat packing and woodworking industries. One new building erected, cost \$130,000. Amount expended on permanent improvements, \$7,212. Amount expended on sanitation, \$14,000. J. Duncan, Town Clerk, Collingwood.

COLLINGWOOD, Tp.—Good opening for shell factory. No new buildings erected. Amount expended on permanent improvements, \$823. Amount expended on sanitation, \$262. E. Rorke, Township Clerk, Thornbury.

CONMEE, Tp.—Number of buildings erected, 15; cost \$10,000. Amount expended on permanent improvements, \$2,000. R. Pifer, Township Clerk, Kokobeka Falls.

COPPER CLIFF, Tn.—Number of buildings erected, 6; cost \$20,000. Amount expended on permanent improvements, \$11,857. Amount expended on sanitation, \$5,090. T. Staddart, Town Clerk, Copper Cliff.

CORNWALL, Tn.—Owns and operates waterworks, cost \$165,000. Good opening for industries of any character. Number of buildings erected, 10; cost \$85,000. Amount expended on permanent improvements, \$7,000. J. Harkness, Town Clerk, Cornwall.

CORNWALL, Tp.—Good opening for canning factory, cement works, etc. Number of buildings erected, 5; cost \$9,000. Amount expended on permanent improvements, \$6,500. Amount expended on sanitation, \$800. John Mullin, Township Clerk, Mille Roches.

COURTRIGHT, V.—Openings for industries of any character. Number of buildings erected, 2; cost \$3,000. Amount expended on permanent improvements, \$1,017. Amount expended on sanitation, \$1,000. R. Stewart, Village Clerk, Courtright.

CRAMAHE, Tp.—Good opening for canning factory. Number of buildings erected, 3; cost \$6,000. Amount expended on permanent improvements, \$3,056. Amount expended on sanitation, \$35. C. A. Wilson, Township Clerk, Castleton.

CREEMORE, V.—Owns and operates waterworks, cost \$23,000; electric light plant, cost \$6,500. Number of buildings erected, 4; cost \$4,500. Amount expended on permanent improvements, \$200. Amount expended on sanitation, \$10. A. Watson, Village Clerk, Creemore.

CROSBY, N., Tp.—Opening for mining and manufacturing industries. Number of buildings erected, 1; cost \$1,400. Amount expended on permanent improvements, \$671. Amount expended on sanitation, \$88. W. McKnight, Township Clerk, Westport.

CROSBY, S., Tp.—No new buildings erected. Amount expended on permanent improvements, \$2,145. J. Dargavel, Township Clerk, Elgin.

CROWLAND, Tp.—Carbide industry started. Good openings for industries of any character. Number of buildings erected, 20; cost \$125,000. Amount expended on permanent improvements, \$6,841. H. Pratt, Township Clerk, Welland.

CROZIER, Tp.—See Alberton Tp.

CULROSS, Tp.—Owns and operates telephone system, cost \$3,360. One new building erected, cost \$2,000. Amount expended on permanent improvements, \$2,494. Amount expended on sanitation, \$146. Chas. Button, Township Clerk, Teeswater.

CUMBERLAND, Tp.—Good opening for brick yard. Number of buildings erected, 60; cost \$45,500. Amount expended on permanent improvements, \$5,000. W. Dunning, Township Clerk, Cumberland.

DALHOUSIE AND SHERBROOKE, N., Tps.—Good opening for woodworking industries. Number of buildings erected, 4; cost \$3,000. Amount expended on permanent improvements, \$642. W. Geddes, Township Clerk, Dalhousie Lake.

DALTON, Tp.—Openings for industries requiring water power. One new building erected, cost \$1,000. Amount expended on permanent improvements, \$2,154. B. Nicholson, Township Clerk, Sebright.

DARLING, Tp.—Amount expended on permanent improvements, \$300. T. D. King, Township Clerk, Tatlock.

DARLINGTON, Tp.—Good opening for canning factory. No new buildings erected. Amount expended on permanent improvements, \$7,938. Amount expended on sanitation, \$122. W. Allin, Township Clerk, Hampton.

DAWN, Tp.—Grist mill started. Owns and operates telephone system, cost \$13,500. No new buildings erected. J. Webster, Township Clerk, Dresden.

DAY AND BRIGHT (Additional), Tps.—Number of buildings erected, 2; cost \$500. Amount expended on permanent improvements, \$264. Amount expended on sanitation, \$10. Chas. Cavanagh, Township Clerk, Sowerby.

DELAWARE, Tp.—Natural gas, hydro electric light and power started. Owns and operates lighting plant, cost \$4,000; telephone system, cost \$3,000. Number of buildings erected, 6; cost \$8,000. Amount expended on permanent improvements, \$5,945. Amount expended on sanitation, \$188. J. Matthews, Township Clerk, Delaware.

DELHI, V.—Good opening for industries of any character. Number of buildings erected, 4; cost \$8,750. Amount expended on permanent improvements, \$2388. R. Crysler, Village Clerk, Delhi.

DENBIGH, ABINGER, AND ASHBY, Tps.—Number of buildings erected, 6; cost \$3,200. Amount expended on permanent improvements, \$402. Paul Stein, Township Clerk, Denbigh.

DENISON, Tp.—See Drury, Denison and Graham Tps.

DERBY, Tp.—Number of buildings erected, \$7,400. Amount expended on permanent improvements, \$3,221. Amount expended on sanitation, \$197. W. H. Hiltz, Township Clerk, Kilsyth.

DEREHAM, Tp.—Good opening for brick and tile yard. No new buildings erected. Amount expended on permanent improvements, \$12,260. Amount expended on sanitation, \$10,906. Alex. Bell, Township Clerk, Mount Elgin.

DESERONTO, Tn.—Owns and operates waterworks, cost \$48,300; gas plant, cost \$19,000. Good opening for all industries, particularly those requiring large supplies of raw material in bulk, steel and iron working industries, etc., wood pulp and paper mills, cement work, textiles and smallwares of all kinds. No new buildings erected. Amount expended on permanent improvements, \$1,977. Amount expended on sanitation, \$914. H. Bedford, Town Clerk, Deseronto.

DIGBY, Tp.—See Laxton, Digby and Longford Tps.

DILKE, Tp.—Good opening for grist mill, brick yard. Number of buildings erected, 2; cost \$650. Amount expended on permanent improvements, \$1,523. A. Snider, Township Clerk, Pinewood.

DORCHESTER, S., Tp.—Opening for canning factory, harness maker. Number of buildings erected, 9; cost \$9,500. D. Taylor, Township Clerk, Belmont.

DORCHESTER, N., Tp.—Owns and operates electric light plant, cost \$4,300. Opening for canning factory, broom factory. Number of buildings erected, 10; cost \$15,000. Amount expended on permanent improvements, \$5,541. W. B. Lane, Township Clerk, Dorchester Station.

DOURO, Tp.—Number of buildings erected, 14; cost \$10,500. Amount expended on permanent improvements, \$2,000. Amount expended on sanitation, \$24. F. Leahy, Township Clerk, Lakefield.

DOVER, Tp.—Owns and operates telephone system, cost \$10,805. Number of buildings erected, 34; cost \$22,400. Amount expended on permanent improvements, \$2,000. Amount expended on sanitation, \$300. John Welsh, Township Clerk, Chatham.

DOWNIE, Tp.—Number of buildings erected, 4; cost \$6,000. Amount expended on permanent improvements, \$7,869. Amount expended on sanitation, \$197. P. Smith, Township Clerk, Stratford.

DRAPER, Tp.—Number of buildings erected, 2; cost \$1,000. Amount expended on permanent improvements, \$1,300. John Crozier, Township Clerk, Uffington.

DRAYTON, V.—Good opening for brick yard. No new buildings erected. Amount expended on permanent improvements, \$1,078. Amount expended on sanitation, \$35. A. Woodman, Village Clerk, Drayton.

DRESDEN, Tn.—Owns and operates waterworks; cost \$16,900. Electric light plant, cost \$15,000. Good opening for industries of any character. Number of buildings erected, 7; cost \$11,200. Amount expended on permanent improvements, \$686. J. Bridgwater, Town Clerk, Dresden.

DRUMMOND, Tp.—Number of buildings erected, 8; cost \$6,000. Amount expended on permanent improvements, \$1,549. Amount expended on sanitation, \$35. E. R. Stedman, Township Clerk, Perth.

DRURY, DENISON AND GRAHAM, Tps.—Number of buildings erected, 5; cost \$5,000. Amount expended on permanent improvements, \$2,798. Amount expended on sanitation, \$1,004. F. Loney, Township Clerk, Worthington.

DRYDEN, Tn.—Owns and operates lighting system, cost \$7,565. Openings for veterinary, music store, flour mill, sash and door factory. Number of buildings erected, 4; cost \$8,000. Amount expended on permanent improvements, \$1,116. Amount expended on sanitation, \$64. Ira Wilde, Town Clerk, Dryden.

DUDLEY, Tp.—See Dysart, etc., Tps.

DUMFRIES, N., Tp.—Good opening for butter and cheese factory. Number of buildings erected, 9; cost \$16,700. Amount expended on permanent improvements, \$1,328. J. Wrigley, Township Clerk, Ayr.

DUMFRIES, S., Tp.—No new buildings erected. Amount expended on permanent improvements, \$7,500. Amount expended on sanitation, \$99. H. Mans, Township Clerk, Paris.

DUMMER, Tp.—No new buildings erected. Amount expended on permanent improvements, \$1,441. Amount expended on sanitation, \$18. R. Dean, Township Clerk, Warsaw.

DUNDALK, V.—Owns and operates electric light plant, cost \$8,000. Good opening for furniture factory, planing mill. One new building erected, cost \$800.

Amount expended on permanent improvements, \$1,900. M. Ridley, Village Clerk, Dundalk.

DUNDAS, Tn.—Woollen mills started. Owns and operates waterworks, cost \$102,695; hydro-electric system, cost \$61,196. Openings for industries of any character. Number of buildings erected, 22; cost \$36,235. Amount expended on permanent improvements, \$9,254. Amount expended on sanitation, \$117. John Fry, Town Clerk, Dundas.

DUNGANNON, Tp.—One new building erected, cost \$500. Amount expended on permanent improvements, \$895. John Lumb, Township Clerk, L'Amable.

DUNN, Tp.—Good opening for brick and tile works, cement works. Number of buildings erected, 6; cost \$6,000. Amount expended on permanent improvements, \$100. O. Dickhout, Township Clerk, Dunnville.

DUNNVILLE, Tn.—Furniture factory started. Owns and operates waterworks, cost \$64,103. Good opening for industries of any character. Number of buildings erected, 25; cost \$40,500. Amount expended on permanent improvements, \$2,951. Amount expended on sanitation, \$172.

DURHAM, Tn.—Good opening for small industries. Number of buildings erected, 4; cost \$6,000. W. B. Vollet, Town Clerk, Durham.

DUTTON, V.—Good opening for canning factory, basket factory. Number of buildings erected, 2; cost \$3,500. Amount expended on permanent improvements, \$525. J. Blue, Village Clerk, Dutton.

DYMOND, Tp.—No new buildings erected. Amount expended on permanent improvements, \$5,926. E. F. Stevenson, Township Clerk, New Liskeard.

DYSART, etc., Tps.—Owns and operates street lighting system, cost \$500. Good opening for saw mills, stave factory, chemical works, etc. Number of buildings erected, 10; cost \$8,000. Amount expended on permanent improvements, \$7,300. G. Potts, Township Clerk, Haliburton.

EASTHOPE, S., Tp.—No new buildings erected. Amount expended on permanent improvements, \$2,411. V. Stock, Township Clerk, Tavistock.

EASTHOPE, N., Tp.—Owns and operates telephone system, cost \$25,000. Number of buildings erected, 2; cost \$3,000. Amount expended on permanent improvements, \$2,100. J. Fisher, Township Clerk, Stratford.

EASTNOR, Tp.—One new building erected, cost \$1,500. Amount expended on permanent improvements, \$2,000. E. Brooks, Township Clerk, Lion's Head.

EASTVIEW, Tn.—Wire splicing factory started. Opening for industries of any character. Number of buildings erected, 35; cost \$30,000. Amount expended on permanent improvements, \$3,157. H. Washington, Town Clerk, Cummings Bridge.

EDWARDSBURG, Tp.—Good opening for condensing factory. Number of buildings erected, 25; cost \$25,000. Amount expended on permanent improvements, \$7,995. Amount expended on sanitation, \$30. M. McGuire, Township Clerk, Spencerville.

EFFINGHAM, Tp.—See Kaladar, Anglesea and Effingham, Tps.

EGANVILLE, V.—Good opening for pulp mill. Number of buildings erected, 3; cost \$5,000. Amount expended on permanent improvements, \$7,232. J. P. Bulger, Village Clerk, Eganville.

EGREMONT, Tp.—Number of buildings erected, 4; cost \$4,000. Amount expended on permanent improvements, \$5,600. David Allan, Township Clerk, Holstein.

EKFRID, Tp.—Number of buildings erected, 6; cost \$9,000. Amount expended on permanent improvements, \$5,855. A. MacDougald, Township Clerk, Melbourne.

ELDERSLIE, Tp.—Number of buildings erected, 3; cost \$3,500. Amount expended on permanent improvements, \$4,155. Amount expended on sanitation, \$200. R. Pearce, Township Clerk, Paisley.

ELDON, Tp.—Number of buildings erected, 10; cost \$11,000. Amount expended on permanent improvements, \$4,578. B. Stacey, Township Clerk, Lorneville.

ELIZABETHTOWN, Tp.—Number of buildings erected, 6; cost \$3,000. Amount expended on permanent improvements, \$7,788. Amount expended on sanitation, \$313. J. Webster, Township Clerk, Bellamy's.

ELLICE, Tp.—Creamery started. Good opening for harness shop. Number of buildings erected, 17; cost \$14,650. Amount expended on permanent improvements, \$6,249. Amount expended on sanitation, \$176. J. Kreuter, Township Clerk, Bostock.

ELMA, Tp.—Cheese and butter factory started. Good opening for sash and door factory, condensed milk factory. Number of buildings erected, 11; cost \$17,000. Amount expended on permanent improvements, 5,400. Amount expended on sanitation, \$800. G. Lochhead, Township Clerk, Atwood.

ELMIRA, V.—Owns and operates waterworks, cost \$35,000; hydro-electric plant, cost \$17,000. Good opening for shoe factory, flour mill, etc. Number of buildings erected, 18; cost \$87,000. Amount expended on permanent improvements, \$3,056. J. Ruppel, Village Clerk, Elmira.

ELMSLEY, N., Tp.—Number of buildings erected, 2; cost \$1,000. Amount expended on permanent improvements, \$1,985. Amount expended on sanitation, \$42. Roy Darow, Township Clerk, Perth.

ELMSLEY, S., Tp.—No new buildings erected. Amount expended on permanent improvements, \$3,681. C. Nichols, Township Clerk, Lombardy.

ELORA, V.—Owns and operates hydro-electric plant, cost \$11,000. Number of buildings erected, 3; cost \$5,000. Amount expended on permanent improvements, \$700. H. Clarke, Village Clerk, Elora.

ELZEVIR AND GRIMSTHORPE, Tps.—Good water power for electric purposes. No new buildings erected. Amount expended on permanent improvements, \$1,533. W. Rhodes, Township Clerk, Queensboro.

EMBRO, V.—Owns and operates hydro-electric lighting plant, cost \$6,000. Good opening for brick and tile works, machine shop. One new building erected, cost \$3,000. Amount expended on permanent improvements, \$2,500. E. Cody, Village Clerk, Embro.

EMILY, Tp.—Number of buildings erected, 7; cost \$9,000. Amount expended on permanent improvements, \$3,066. R. Grandy, Township Clerk, Omemee.

EMO, Tp.—Saw mill and box factory started. Owns and operates telephone system, cost \$9,000. Opening for flour mill, sash and door factory. Number of buildings erected, 7; cost \$11,000. Amount expended on permanent improvements, \$6,950. D. Strachan, Township Clerk, Lavallee.

ENGLEHART, Tn.—Owns and operates waterworks system, cost \$40,000. Good opening for woodworking industries, pulp factory. Number of buildings erected, 6; cost \$2,000. F. Hugh, Town Clerk, Englehart.

ENNISKILLEN, Tp.—Good opening for beet sugar refinery. Number of buildings erected, 7; cost \$8,000. Amount expended on permanent improvements, \$20,000. G. Wyant, Township Clerk, Petrolia.

ENNISMORE, Tp.—Shingle mill started. Number of buildings erected, 20; cost \$6,000. Amount expended on permanent improvements, \$1,000. John Moloney, Township Clerk, Ennismore.

ERAMOSA, Tp.—Owns and operates electric lighting plant, cost \$6,000. Good openings for various industries. Number of buildings erected, 15; cost \$13,000. Amount expended on permanent improvements, \$1,290. Amount expended on sanitation, \$205. W. Head, Township Clerk, Guelph.

ERIN, V.—Number of buildings erected, 3; cost \$8,000. Amount expended on permanent improvements, \$1,200. Amount expended on sanitation, \$40. W. Conboy, Village Clerk, Erin.

ERIN, Tp.—Good opening for creamery, cheese factory, starch factory, evaporator. Amount expended on permanent improvements, \$2,800. Amount expended on sanitation, \$198. S. Huxley, Township Clerk, Hillsburg.

ERNESTTOWN, Tp.—Amount expended on permanent improvements, \$4,944. E. Clark, Township Clerk, Odessa.

ESCOTT, Front. Tp.—Number of buildings erected, 7; cost \$9,800. Amount expended on permanent improvements, \$4,477. Amount expended on sanitation, \$66. E. Kelly, Township Clerk, Mallorytown.

ESCOTT, Rear, Tp.—See Yonge and Escott Rear Tps.

ESQUISING, Tp.—Good opening for industries requiring water power. Number of buildings erected, 10; cost \$12,000. J. A. Tracy, Township Clerk, Esquising.

ESSA, Tp.—Number of buildings erected, 10; cost \$1,500. Amount expended on permanent improvements, \$4,000. Amount expended on sanitation, \$300. W. Dinwoody, Township Clerk, Cookstown.

ESSEX, Tn.—Owns and operates waterworks, cost \$60,000. Openings for industries of any character. Number of buildings erected, 25; cost \$50,000. Amount expended on permanent improvements, \$22,000. R. Brett, Town Clerk, Essex.

ETOBICOKE, Tp.—Good opening for industries of any character. Number of buildings erected, 50; cost \$100,000. Amount expended on permanent improvements, \$24,720. Amount expended on sanitation, \$357. S. Barratt, Township Clerk, Islington.

EUPHEMIA, Tp.—Good opening for blacksmith, chopping mill and apple grinder. Number of buildings erected, 4; cost \$700. Amount expended on permanent improvements, \$2,150. D. Smith, Township Clerk, Cairo.

EUPHRASIA, Tp.—Owns and operates telephone system, cost \$4,000. Number of buildings erected, 10; cost \$8,000. Amount expended on permanent improvements, \$2,830. N. L. Curry, Township Clerk, Rocklyn.

EVANTUREL, Tp.—Good opening for sawmills. Number of buildings erected, 4; cost \$3,000. Amount expended on permanent improvements, \$1,991. P. T. Bröome, Township Clerk, Heaslip.

EXETER, V.—Owns and operates waterworks, cost \$43,000. Number of buildings erected, 9; cost \$20,000. Amount expended on permanent improvements, \$709. T. Carling, Village Clerk, Exeter.

EYRE, Tp.—See Dysart, etc., Tps.

FARADAY, Tp.—No new buildings erected. Amount expended on permanent improvements, \$680. W. Davy, Township Clerk, Bancroft.

FENELON, Tp.—Number of buildings erected, 2; cost \$1,000. Amount expended on permanent improvements, \$7,392. J. B. Powles, Township Clerk, Cameron.

FENELON FALLS, V.—Owns and operates electric light and power plant, cost \$68,250. Openings for various industries. Number of buildings erected, 5; cost \$10,700. Amount expended on permanent improvements, \$4,000. E. Fitzgerald, Village Clerk, Fenelon Falls.

FERGUS, V.—Owns and operates waterworks, cost \$40,000; hydro electric light plant, cost \$16,000. Good opening for factories catering for farm trade. Number of buildings erected, 20; cost \$50,000. Amount expended on permanent improvements, \$3,046. J. Beattie, Village Clerk, Fergus.

FERRIS, Tp.—Good opening for cheese factory, brickyard. Number of buildings erected, 9; cost \$7,500. Amount expended on permanent improvements, \$150. Amount expended on sanitation, \$100. S. Moreau, Township Clerk, Corbeil.

FINCH, V.—Number of buildings erected, 2; cost \$7,000. Amount expended on permanent improvements, \$152. J. Carr, Village Clerk, Finch.

FINCH, Tp.—Good opening for foundry. Number of buildings erected, 20; cost \$10,000. Amount expended on permanent improvements, \$4,012. Amount expended on sanitation, \$304. D. B. Cameron, Township Clerk, Berwick.

FITZROY, Tp.—Lead mine started. Owns and operates telephone system, cost \$30,000. Good opening for flour mills, etc. Number of buildings erected, . . ; cost \$ Amount expended on permanent improvements, \$30,000. A. Murphy, Township Clerk, Kinburn.

FLAMBOROUGH E., Tp.—Good opening for canning factory, evaporator. Number of buildings erected, 10; cost \$21,100. Amount expended on permanent improvements, \$8,000. Amount expended on sanitation, \$200. G. Church, Township Clerk, Waterdown.

FLAMBOROUGH W., Tp.—Number of buildings erected, 5; cost \$8,000. Amount expended on permanent improvements, \$3,500. Ira Binkley, Township Clerk, Greenville.

FLESHERTON, V.—Good openings for flour mills, machine shop, furniture factory, cheese and butter factory. No new buildings erected. Amount expended on permanent improvements, \$350. Amount expended on sanitation, \$19. W. J. Bellamy, Village Clerk, Flesherton.

FLOS, Tp.—Owns and operates telephone system, cost \$28,500. Good opening for flax mill, brick and tile factory. Number of buildings erected, 3; cost \$7,000. Amount expended on permanent improvements, \$500. C. Burton, Township Clerk, Elmvale.

FOLEY, Tp.—Good opening for furniture factory, summer hotel. Number of buildings erected, 2; cost \$1,500. Amount expended on permanent improvements, \$1,000. Amount expended on sanitation, \$12. A. Oastler, Township Clerk, Otter Lake Station.

FORD CITY, V.—Pressed steel works started. Good opening for industries of any character. Number of buildings erected, 11; cost \$25,000. Amount expended on permanent improvements, \$22,465. J. Foster, Village Clerk, Ford.

FOREST, Tn.—Owns and operates electric light plant, cost \$35,126. Number of buildings erected, 3; cost \$9,000. Amount expended on permanent improvements, \$500. Amount expended on sanitation, \$3,000. Richard Karr, Town Clerk, Forest.

FORT ERIE, V.—Patent medicine factory, machine factory started. Owns and operates waterworks, cost \$60,000; street lighting plant, cost \$4,000. Opening for any class of industry except planing mills. Number of buildings erected, 6; cost \$13,500. Amount expended on permanent improvements, \$4,639. W. Simmons, Village Clerk, Fort Erie.

FORT FRANCES, Tn.—Owns and operates waterworks, cost \$93,219; electric light plant, cost \$21,517. Good opening for woodworking industries. Number of buildings erected, 30; cost \$70,000. Amount expended on permanent improvements,

\$3,700. Amount expended on sanitation, \$5,160. J. W. Walker, Town Clerk, Fort Frances.

FORT WILLIAM, C.—Owns and operates waterworks, cost \$1,004,368; electric light plant, cost \$346,828; street railway, cost \$1,112,000; telephone system, cost \$259,000. Good opening for wholesale and distributing warehouses. Number of buildings erected, 316; cost \$1,525,965. Amount expended on permanent improvements, \$365,000. Amount expended on sanitation, \$251,573. A. McNaughton, City Clerk, Fort William.

FRASER, Tp.—See Alice and Fraser Tps.

FREDERICKSBURGH N., Tp.—Number of buildings erected, 5; cost \$4,000. Amount expended on permanent improvements, \$1,311. M. Sills, Township Clerk, Napanee.

FREDERICKSBURGH S., Tp.—Good opening for creamery. Number of buildings erected, 10; cost \$1,200. Amount expended on permanent improvements, \$510. — G. Ham, Township Clerk, Bath.

FROOD MINE, Tn.—No new buildings erected. Amount expended on permanent improvements, \$112. Amount expended on sanitation, \$100. M. Mather, Town Clerk, Frood Mine.

FULLARTON, Tp.—Number of buildings erected, 1; cost \$6,000. Amount expended on permanent improvements, \$8,001. R. Pomeroy, Township Clerk, Fullarton.

GAINSBOROUGH, Tp.—Good opening for industries requiring electric power. Number of buildings erected, 7; cost \$13,000. Amount expended on permanent improvements, \$3,500. Amount expended on sanitation, \$75. S. Freure, Township Clerk, Wellandport.

GALT, Tn.—Machine repair shop, wire and ornamental iron factory, sheet metal factory started. Owns and operates waterworks, cost \$330,816; electric light plant, cost \$166,000. Good opening for industries of any character. Number of buildings erected, 122; cost \$299,865. Amount expended on permanent improvements, \$21,000. Amount expended on sanitation, \$78,178. J. McCartney, Town Clerk, Galt.

GALWAY AND CAVENDISH, Tps.—Opening for cheese factory. Number of buildings erected, 5; cost \$1,900. Amount expended on permanent improvements, \$200. John Allen, Township Clerk, Mount Irwin.

GANANOQUE, Tn.—Owns and operates waterworks, cost \$177,739. Openings for industries requiring water or electric power or both. Number of buildings erected, 5; cost \$2,675. Amount expended on permanent improvements, \$11,178. S. McCammon, Town Clerk, Gananoque.

GARAFRAXA E., Tp.—Number of buildings erected, 4; cost \$5,700. Amount expended on permanent improvements, \$3,000. Amount expended on sanitation, \$39. John Preston, Township Clerk, Marksville.

GARAFRAXA W., Tp.—Good opening for industries of any character. Number of buildings erected, 3; cost \$2,500. Amount expended on permanent improvements, \$2,600. J. Campbell, Township Clerk, Belwood.

GARDEN ISLAND, V.—Good opening for shipping or forwarding industry, elevator. No new buildings erected. Amount expended on permanent improvements, \$378. B. Williams, Village Clerk, 11 Colborne St., Kingston.

GARSON, Tp.—See Neelon and Garson Tps.

GEORGETOWN, V.—Grist and flour mill started. Own sand operates waterworks, cost \$50,000; hydro-electric light plant, \$17,000. Good openings for in-

industries of any character. Number of buildings erected, 10; cost \$25,000. Amount expended on permanent improvements, \$7,000. Amount expended on sanitation, \$100. F. L. Heath, Village Clerk, Georgetown.

GEORGINA, Tp.—Number of buildings erected, 5; cost \$10,000. Amount expended on permanent improvements, \$2,150. Donald Ego, Township Clerk, Virginia.

GLAMORGAN, Tp.—Good opening for marble, granite stone quarries, graphite, iron, woodworking industries, textile industries, flour mill, etc. Number of buildings erected, 4; cost \$1,800. Amount expended on permanent improvements, \$550. J. Hargreaves, Township Clerk, Gooderham.

GLANFORD, Tp.—Number of buildings erected, 15; cost \$20,000. Amount expended on permanent improvements, \$1,863. D. Reed, Township Clerk, Mount Hope.

GLENCOE, V.—Owns and operates electric light plant, cost \$20,000. Number of buildings erected, 14; cost \$15,200. Amount expended on permanent improvements, \$482. Amount expended on sanitation, \$271. Geo. Wilson, Village Clerk, Glencoe.

GLENELG, Tp.—Good opening for industries of any character. Number of buildings erected, 4; cost \$3,000. Amount expended on permanent improvements, \$6,345. Amount expended on sanitation, \$175. J. S. Black, Township Clerk, Priceville.

GLOUCESTER, Tp.—The village of Rockcliffe owns and operates waterworks system, cost \$5,000. Openings for industries of any character. Number of buildings erected, 50; cost \$100,000. Amount expended on permanent improvements, \$11,000. Amount expended on sanitation, \$500. H. Billings, Township Clerk, Billings's Bridge.

GODERICH, Tn.—Furniture factory started. Owns and operates waterworks, cost \$87,868; hydro-electric light plant, cost \$74,208. Good opening for canning factory. Number of buildings erected, 15; cost \$26,500. Amount expended on permanent improvements, \$1,110. Amount expended on sanitation, \$6,927. L. L. Knox, Town Clerk, Goderich.

GODERICH, Tp.—Owns and operates telephone system, cost \$12,100. Number of buildings erected, 6; cost \$11,500. Amount expended on permanent improvements, \$700. N. Trewartha, Township Clerk, Holmesville.

GORDON, Tp.—Good opening for creamery. Number of buildings erected, 10; cost \$5,000. Amount expended on permanent improvements, \$2,600. J. Gibson, Township Clerk, Foxey.

GORE BAY, Tn.—Owns and operates telephone system, cost \$4,500. Good opening for flour mill, woodenware industry. Number of buildings erected, 4; cost \$6,000. Amount expended on permanent improvements, \$1,700. F. W. Major, Town Clerk, Gore Bay.

GOSFIELD N., Tp.—Owns and operates telephone system, cost \$12,500. Good opening for tobacco factory, canning factory, cheese factory. Number of buildings erected, 12; cost \$17,600. Amount expended on permanent improvements, \$1,550. Amount expended on sanitation, \$133. W. Noble, Township Clerk, Cottam.

GOSFIELD S., Tp.—Number of buildings erected, 11; cost \$10,150. Amount expended on permanent improvements, \$6,927. G. W. Coatsworth, Township Clerk, Kingsville.

GOULBURN, Tp.—Number of buildings erected, 3; cost \$1,600. Amount expended on permanent improvements, \$3,953. Amount expended on sanitation, \$68. J. Cummings, Township Clerk, Stittsville.

GOWER N., Tp.—Good opening for cement brick and cement culvert tile works. Number of buildings erected, 2; cost \$1,200. Amount expended on permanent improvements, \$3,365. J. Craig, Township Clerk, North Gower P.O.

GOWER S., Tp.—No new buildings erected. Amount expended on permanent improvements, \$1,089. E. Pelton, Township Clerk, Kemptville.

GRAHAM, Tp.—See Drury, Denison and Graham Tps.

GRAND VALLEY, V.—Good opening for any kind of industry. Number of buildings erected, 2; cost \$4,000. Amount expended on permanent improvements, \$341. Amount expended on sanitation, \$15. J. Richardson, Village Clerk, Grand Valley.

GRANTHAM, Tp.—Silk industry, grape juice factory started. Good openings for industries of any character. Number of buildings erected, 20; cost \$150,000. Amount expended on permanent improvements, \$6,957. Amount expended on sanitation, \$22. L. Bessey, Township Clerk, St. Catharines.

GRATTAN, Tp.—Owns and operates telephone system, cost \$500. Good opening for pulp factory. Number of buildings erected, 2; cost \$1,500. Amount expended on permanent improvements, \$300. Amount expended on sanitation, \$50. J. George, Township Clerk, Eganville.

GRAVENHURST, Tn.—Rock crushing industry started. Owns and operates waterworks, cost \$32,000; electric light plant, cost \$98,000. Good opening for industries of any character. No new buildings erected. Amount expended on permanent improvements, \$1,000. W. Butterworth, Town Clerk, Gravenhurst.

GREENOCK, Tp.—Saw mill started. Good opening for industries requiring water power. One new building erected, cost \$2,000. Amount expended on permanent improvements, \$6,000. Amount expended on sanitation, \$400. T. H. Purdy, Township Clerk, Narva.

GREY, Tp.—Number of buildings erected, 3; cost \$10,000. Amount expended on permanent improvements, \$2,769. Amount expended on sanitation, \$11,013. A. Macdonald, Township Clerk, Ethel.

GRIFFITH AND MATAWATCHAN, Tps.—Molobdomite mine started. Good opening for automobile livery, saw mill, furniture factory. Number of buildings erected, 5; cost \$2,000. Amount expended on permanent improvements, \$5,000. A. Legree, Township Clerk, Khartum.

GRIMSBY, V.—Owns and operates waterworks, cost \$57,456. Good opening for canning factory, jam factory, pickle factory, etc. Number of buildings erected, 19; cost \$27,800. C. Bromley, Village Clerk, Grimsby.

GRIMSBY N., Tp.—Number of buildings erected, 8; cost \$7,500. Amount expended on permanent improvements, \$6,086. Amount expended on sanitation, \$140. T. Allan, Township Clerk, Winona.

GRIMSBY S., Tp.—Number of buildings erected, 11; cost \$11,500. Amount expended on permanent improvements, \$2,916. F. Roberts, Township Clerk, Smithville.

GRIMSTHORPE, Tp.—See Elezevir and Grimsthorpe Tps.

GUELPH, C.—Owns and operates waterworks, cost \$384,323; electric light and gas plant, cost \$424,546; street railway, cost \$382,734. Number of buildings erected, 135; cost \$425,000. Amount expended on permanent improvements, \$33,880. Amount expended on sanitation, \$30,673. T. J. Moore, City Clerk, Guelph.

GUELPH, Tp.—Good opening for staple industries. Number of buildings erected 20; cost \$404,000. Amount expended on permanent improvements, \$1,100. J. Laidlaw, Township Clerk, Guelph.

GUILFORD, Tp.—See Dysart, etc., Tps.

GWILLIMBURY W., Tp.—No new buildings erected. Amount expended on permanent improvements, \$2,000. Amount expended on sanitation, \$46. E. Evans, Township Clerk, Bradford.

GWILLIMBURY E., Tp.—Number of buildings erected, 8; cost \$15,750. Amount expended on permanent improvements, \$8,200. A. R. Mackenzie, Township Clerk, Queensville.

GWILLIMBURY N., Tp.—Number of buildings erected, 7; cost \$10,000. Amount expended on sanitation, \$100. F. Van Norman, Township Clerk, Keswick.

HAGAR, Tp.—Good opening for cheese factory, box factory, grain crushing mill, etc. Number of buildings erected, 2; cost \$1,600. Amount expended on permanent improvements, \$287. Amount expended on sanitation, \$44. J. Brown, Township Clerk, Markstay.

HAGARTY AND RICHARDS, Tps.—Opening for grist mill, brick yard. Number of buildings erected, 5; cost \$2,500. Amount expended on permanent improvements, \$1,000. Peter Lavelle, Township Clerk, Rochefort.

HAGERMAN, Tp.—Two saw mills started. Number of buildings erected, 3; cost \$2,000. Amount expended on permanent improvements, \$286. Amount expended on sanitation, \$10. F. Macfie, Township Clerk, Dunchurch.

HAGERSVILLE, V.—Chopping mill and bakery started. Owns and operates electric light and power system, cost \$10,000. Good opening for canning factory, apple evaporator, etc. Number of buildings erected, 14; cost \$68,600. Amount expended on permanent improvements, \$500. J. Park, Village Clerk, Hagersville.

HAILEYBURY, Tn.—Owns and operates waterworks, cost \$139,669. Opening for woodworking industries. Number of buildings erected, 8; cost \$15,000. Amount expended on permanent improvements, \$10,215. Amount expended on sanitation, \$3,729. T. H. Connor, Town Clerk, Haileybury.

HALDIMAND, Tp.—Opening for industries of any character. Number of buildings erected, 15; cost \$20,000. Amount expended on permanent improvements, \$9,396. J. Blacklock, Township Clerk, Grafton.

HALLAM, Tp.—Good opening for cheese factory, creamery. Number of buildings erected, 3; cost \$1,500. Amount expended on permanent improvements, \$300. J. H. Toldand, Township Clerk, Webbwood.

HALLOWELL, Tp.—Number of buildings erected, 9; cost \$6,900. Amount expended on permanent improvements, \$1,804. E. Yarwood, Township Clerk, Pieton.

HAMILTON, C.—Automobile factory, anti-skid chain factory, soap factory, cleaning compound factory started. Owns and operates waterworks, cost \$3,776.157; electric light plant, cost \$1,000,000. Good opening for factories using iron and steel as raw materials. Number of buildings erected, 688; cost \$3,703,865. Amount expended on permanent improvements, \$661,499. Amount expended on sanitation, \$125,458. S. H. Kent, City Clerk, Hamilton.

HAMILTON, Tp.—Number of buildings erected, 4; cost \$3,800. Amount expended on permanent improvements, \$1,103. Amount expended on sanitation, \$122. J. Stewart, Township Clerk, Cobourg.

HANMER, Tp.—Number of buildings erected, 4; cost \$2,500. Amount expended on permanent improvements, \$1,500. P. Lajambe, Township Clerk, Hanmer.

HANOVER, Tn.—Owns and operates waterworks, cost \$35,350. Good opening for woodworking industries, toy factory, iron works, boot and shoe factory, woollen and cotton factories. Number of buildings erected, 25; cost \$30,000. Amount expended on permanent improvements, \$12,931. Amount expended on sanitation, \$90. John Taylor, Town Clerk, Hanover.

HARBURN, Tp.—See Dysart, etc., Tps.

HARCOURT, Tp.—See Dysart, etc., Tps.

HARLEY, Tp.—Good opening for creamery, cheese factory. Number of buildings erected, 7; cost \$3,800. Amount expended on permanent improvements, \$3,150. Amount expended on sanitation, \$10. E. Cragg, Township Clerk, Hanbury.

HARRIS, Tp.—Number of buildings erected, 3; cost \$3,500. Amount expended on permanent improvements, \$2,643. F. Wilson, Township Clerk, New Liskeard.

HARRISTON, Tn.—Owns and operates waterworks, cost \$35,000; electric light plant, \$11,000. Good opening for knitting factory, whitewear factory, shirt factory. Number of buildings erected, 2; cost \$4,000. Amount expended on permanent improvements, \$170. Amount expended on sanitation, \$10. A. J. Stewart, Town Clerk, Harriston.

HARROW, Tp.—See Salter, May and Harrow Tps.

HARVEY, Tp.—Chopping mill started. Owns and operates telephone system, cost \$3,000. Openings for industries requiring wood or limestone. Number of buildings erected, 8; cost \$25,000. Amount expended on permanent improvements, \$1,000. D. Weir, Township Clerk, Peterboro.

HARWICH, Tp.—Number of buildings erected, 10; cost \$94,900. Amount expended on permanent improvements, \$16,700. Amount expended on sanitation, \$232. G. Riseborough, Township Clerk, Blenheim.

HASTINGS, V.—Good opening for any kind of industries. One new building erected, cost \$1,500. A. Wilson, Village Clerk, Hastings.

HAVELOCK, V.—Good opening for woodworking industries, creamery, box factory, etc. Number of buildings erected, 3; cost \$4,500. Amount expended on permanent improvements, \$677. Amount expended on sanitation, \$100. S. Joyce, Village Clerk, Havelock.

HAVELOCK, Tp.—See Dysart, etc., Tps.

HAWKESBURY, Tn.—Owns and operates waterworks, cost \$135,000. Good opening for foundry and machine shops, marble works, boot and shoe factory, paper mills, furniture factory, implement factory. Number of buildings erected, 6; cost \$50,000. Amount expended on permanent improvements, \$3,500. Amount expended on sanitation, \$42,000. E. Paquette, Town Clerk, Hawkesbury.

HAWKESBURY E. Tp.—Number of buildings erected, 20; cost \$25,000. Amount expended on permanent improvements, \$2,500. Amount expended on sanitation, \$300. N. Labrosse, Township Clerk, St. Eugene.

HAWKESBURY W. Tp.—Number of buildings erected, 10; cost \$10,000. Amount expended on permanent improvements, \$1,882. Amount expended on sanitation, \$96. W. Dunning, Township Clerk, Vankleek Hill.

HAY, Tp.—Owns and operates telephone system, cost \$21,000. Number of buildings erected, 2; cost \$2,000. Amount expended on permanent improvements, \$2,000. F. Hess, Township Clerk, Zurich.

HEAD, MARIA AND CLARA, Tps.—Good opening for woodworking industries and any industry requiring free water power. No new buildings erected. Amount expended on permanent improvements, \$100. R. Boal, Township Clerk, Deux Rivieres.

HENSALL, V.—Machine shop and auto garage started. Good opening for various industries. Number of buildings erected, 6; cost \$15,000. Amount expended on permanent improvements, \$600. Amount expended on sanitation, \$50. A. Murdock, Village Clerk, Hensall.

HEPWORTH, V.—Brick works started. Good opening for woodworking industry, creamery, cheese factory. Number of buildings erected, 4; cost \$10,000. Amount expended on permanent improvements, \$336. W. White, Village Clerk, Hepworth.

HESPELER, Tn.—Owns and operates electric light plant, cost \$30,180. Number of buildings erected, 20; cost \$64,700. Amount expended on permanent improvements, \$1,990. M. Jardine, Town Clerk, Hespeler.

HERSCHEL, Tp.—See Monteagle and Herschel Tps.

HIBBERT, Tp.—Number of buildings erected, 3; cost \$20,000. Amount expended on permanent improvements, \$2,828. Amount expended on sanitation, \$216. James Jordan, Township Clerk, Dublin.

HILLIARD, Tp.—Number of buildings erected, 10; cost \$3,000. Amount expended on permanent improvements, \$7,627. C. Wood, Township Clerk, Hilliard-ton.

HILLIER, Tp.—Number of buildings erected, 5; cost \$6,000. Amount expended on permanent improvements, \$150. P. Wilson, Township Clerk, Hillier.

HILTON, Tp.—Number of buildings erected, 5; cost \$2,000. Amount expended on permanent improvements, \$1,700. Amount expended on sanitation, \$6. W. Whybourne, Township Clerk, Marksville.

HIMSWORTH N., Tp.—Good opening for almost any kind of industry. No new buildings erected. Amount expended on permanent improvements, \$1,281. John Moon, Township Clerk, Callender.

HIMSWORTH S., Tp.—Number of buildings erected, 6; cost \$2,200. Robert Ferguson, Township Clerk, Powassan.

HINCHINBROOKE, Tp.—Number of buildings erected, 25; cost \$27,000. Amount expended on permanent improvements, \$2,969. G. Smith, Township Clerk, Parham.

HINDON, Tp.—See Anson and Hindon Tps.

HOLLAND LANDING, V.—Opening for various industries. One new building erected, cost \$500. Amount expended on permanent improvements, \$300. F. J. Sheppard, Village Clerk, Holland Landing.

HOPE, Tp.—Good opening for woollen factory. Number of buildings erected, 3; cost \$5,500. Amount expended on permanent improvements, \$2,600. Amount expended on sanitation, \$177. T. Roberts, Township Clerk, Welcome.

HORTON, Tp.—Number of buildings erected, 6; cost \$3,700. Amount expended on permanent improvements, \$1,885. E. Stewart, Township Clerk, Renfrew.

HOUGHTON, Tp.—Number of buildings erected, 4; cost \$8,000. Amount expended on permanent improvements, \$1,744. W. Stevenson, Township Clerk, Houghton.

HOWARD, Tp.—No new buildings erected. Amount expended on permanent improvements, \$5,000. Geo. McDonald, Township Clerk, Ridgetown.

HOWE ISLAND, Tp.—Number of buildings erected, 2; cost \$2,000. Amount expended on permanent improvements, \$650. J. Leavis, Township Clerk, Howe Island.

HOWICK, Tp.—No new buildings erected. Amount expended on permanent improvements, \$6,645. Amount expended on sanitation, \$248. C. Walker, Township Clerk, Gorrie.

HOWLAND, Tp.—Good opening for furniture factory. Number of buildings erected, 5; cost \$5,000. Amount expended on permanent improvements, \$1,156. Amount expended on sanitation, \$44. J. Bateman, Township Clerk, Sheguindah.

HUDSON, Tp.—Number of buildings erected, 7; cost \$4,500. Amount expended on permanent improvements, \$1,850. E. Sackrider, Township Clerk, New Liskeard.

HULLETT, Tp.—Good opening for harness factory, shoe factory. One new building erected, cost \$1,000. Amount expended on permanent improvements, \$8,695. James Campbell, Township Clerk, Londesboro.

HUMBERSTONE, V.—Good opening for all kinds of industries. Number of buildings erected, 26; cost \$42,000. Amount expended on permanent improvements, \$5,000. J. Wichmann, Village Clerk, Humberstone.

HUMBERSTONE, Tp.—Good opening for industries of any character. Number of buildings erected, 8; cost \$10,000. Amount expended on permanent improvements, \$2,447. Amount expended on sanitation, \$35. A. E. Near, Township Clerk, Gas Line.

HUMPHREY, Tp.—No new buildings erected. A. Young, Township Clerk, Rosseau.

HUNGERFORD, Tp.—Good opening for mining industries, evaporator. No new buildings erected. A. Collins, Township Clerk, Tweed.

HUNTINGDON, Tp.—Good opening for canning factory. Number of buildings erected, 4; cost \$3,000. D. L. Fleming, Township Clerk, Ivanhoe.

HUNTLEY, Tp.—Good opening for general store and grain elevator. Number of buildings erected, 3; cost \$5,000. Amount expended on permanent improvements, \$3,000. J. Wilson, Township Clerk, Carp.

HUNTSVILLE, Tn.—Owns and operates waterworks and electric light plant; cost \$63,766. Good opening for woodworking industries, etc. Number of buildings erected, 3; cost \$4,000. Amount expended on permanent improvements, \$2,622. T. Cullon, Town Clerk, Huntsville.

HURON, Tp.—Owns and operates telephone system, cost \$40,000. Good opening for canning factory, evaporator. Number of buildings erected, 4; cost \$9,200. Amount expended on permanent improvements, \$9,241. Amount expended on sanitation, \$464. A. Martyn, Township Clerk, Ripley.

IGNACE, Tp.—Number of buildings erected, 2; cost \$1,500. Amount expended on permanent improvements, \$230. Amount expended on sanitation, \$84. A. C. Collins, Township Clerk, Ignace.

INGERSOLL, Tn.—Broom factory, iron works started. Owns and operates waterworks, cost \$125,000; electric light plant, cost \$80,000. Openings for industries of any character. Number of buildings erected, 25; cost \$60,000. Amount expended on permanent improvements, \$1,000. W. R. Smith, Town Clerk, Ingersoll.

INNISFIL, Tp.—Good opening for brick and tile yard. Number of buildings erected, 14; cost \$14,800. R. McConkey, Township Clerk, Stroud.

IROQUOIS, V.—Owns and operates waterworks and electric light plant, cost \$40,000. Good opening for industries requiring water power. No new buildings erected. Amount expended on permanent improvements, \$1,000. Amount expended on sanitation, \$29. A. McInnis, Village Clerk, Iroquois.

JAFFRAY AND MELICK, Tps.—Openings for mining industries. No new buildings erected. Amount expended on permanent improvements, \$1,857. James Weidman, Township Clerk, Kenora.

JAMES, Tp.—Good opening for pulp mill, lumber mill. No new buildings erected. Amount expended on permanent improvements, \$460. Amount expended on sanitation, \$4. J. M. Coghill, Township Clerk, Elk Lake.

JARVIS, V.—Seed cleaning industry started. Good opening for planing mill, sash and door factory, evaporator. Number of buildings erected, 3; cost \$3,000. Amount expended on permanent improvements, \$21,200. A. Rodgers, Village Clerk, Jarvis.

JENNINGS, Tp.—See Casimir, Jennings and Appleby Tps.

JOCELYN, Tp.—Number of buildings erected, 2; cost \$500. Amount expended on permanent improvements, \$1,000. H. Johnson, Township Clerk, Kentvale.

JOHNSON, Tp.—Owns and operates telephone system; cost \$3,500. Opening for woodworking factory, tinsmith and hardware. Number of buildings erected, 3; cost \$2,100. Amount expended on permanent improvements, \$300. A. E. Osborne, Township Clerk, Port Lock.

JOLY, Tp.—Good opening for woodworking industries. One new building erected, cost \$300. Amount expended on permanent improvements, \$264. Geo. Harkness, Township Clerk, Sundridge.

JONES, Tp.—See Sherwood, Jones and Burns Tps.

KALADAR, ANGLESEA AND EFFINGHAM, Tps.—Good opening for box factory. No new buildings erected. Amount expended on permanent improvements, \$112. M. Lessard, Township Clerk, Flinton.

KEARNEY, Tn.—Good opening for planing mill, sash and door factory, veneer factory, basket factory. One new building erected, cost \$300. Amount expended on permanent improvements, \$600. Amount expended on sanitation, \$50. J. Brosman, Town Clerk, Kearney.

KEEWATIN, Tn.—Good opening for pulp and paper mill, furniture factory, box factory, etc. Number of buildings erected, 6; cost \$4,000. Amount expended on permanent improvements, \$2,540. W. Craig, Town Clerk, Keewatin.

KEMPTVILLE, V.—Good opening for industries of any character. No new buildings erected. Amount expended on permanent improvements, \$5,300. S. Guest, Village Clerk, Kemptville.

KENNEBEC, Tp.—Owns and operates electric light plant, cost \$. . . : telephone system, cost \$ Good opening for woollen mill and carding factory. No new buildings erected. Amount expended on permanent improvements, \$2,000. D. Osborne, Township Clerk, Arden.

KENORA, Tn.—Owns and operates waterworks, cost \$331,751; electric light plant, cost \$43,159; hydro-electric power plant, cost \$507,637; telephone system, cost \$17,453. Good opening for flour mill, cereal mill, woodworking industries, etc. Number of buildings erected, 5; cost \$35,000. Amount expended on permanent improvements, \$25,000. Amount expended on sanitation, \$3,500. G. Hay, Town Clerk, Kenora.

KEPPEL, Tp.—Number of buildings erected, 2; cost \$2,500. Amount expended on permanent improvements, \$5,500. G. Atkey, Township Clerk, Wiarton.

KERNS, Tp.—No new buildings erected. Amount expended on permanent improvements, \$3,000. H. Ship, Township Clerk, Milberta.

KILLALOE STATION, V.—Good opening for flour mill. Number of buildings erected, 3; cost \$3,000. Amount expended on permanent improvements, \$103. Amount expended on sanitation, \$28. P. Harrington, Village Clerk, Killaloe Station.

KINCARDINE, Tn.—Owns and operates waterworks, cost \$50,310; electric light plant, cost \$22,481. Good opening for industries of any character. One new building erected, cost \$3,000. Amount expended on permanent improvements, \$1,621. J. Scougall, Town Clerk, Kincardine.

KINCARDINE, Tp.—Owns and operates telephone system, cost \$114,000. Number of buildings erected, 3; cost \$5,000. Amount expended on permanent improvements, \$7,050. John Corbett, Township Clerk, Slade.

KING, Tp.—Opening for cheese factory, cement and brick industries of various descriptions. Number of buildings erected, 19; cost \$19,000. Amount expended on permanent improvements, \$12,000. Amount expended on sanitation, \$235. J. Jenkins, Township Clerk, King.

KINGSTON, C.—Picture frame factory started. Owns and operates waterworks, cost \$371,685; electric light and gas plants, cost \$591,987. Opening for industries of any character. Number of buildings erected, 95; cost \$224,650. Amount expended on permanent improvements, \$76,441. Amount expended on sanitation, \$9,803. W. W. Sands, City Clerk, Kingston.

KINGSTON, Tp.—No new buildings erected. Amount expended on permanent improvements, \$3,500. Amount expended on sanitation, \$63. C. Adair, Township Clerk, Cataragui.

KINGSVILLE, Tn.—Owns and operates waterworks, cost \$33,000. Good opening for industries of any character. Number of buildings erected, 30; cost \$50,000. Amount expended on permanent improvements, \$2,650. G. Pearse, Town Clerk, Kingsville.

KINLOSS, Tp.—Good opening for blacksmith. No new buildings erected. Amount expended on permanent improvements, \$2,137. Amount expended on sanitation, \$43. T. Murray, Township Clerk, Lucknow.

KITLEY, Tp.—Number of buildings erected, 6; cost \$6,000. Amount expended on permanent improvements, \$2,886. J. M. Edgar, Township Clerk, Toledo.

KORAH AND PARKE, Tps.—Saw mills started. Good opening for woodworking industry, grist mill, fruit basket and crate factory. Number of buildings erected, 14; cost \$8,000. Amount expended on permanent improvements, \$6,500. R. Moore, Township Clerk, Sault Ste. Marie.

LAIRD, Tp.—Owns and operates telephone system, cost \$5,000. Good opening for brick and tile factory. Number of buildings erected, 6; cost \$8,000. Amount expended on permanent improvements, \$1,237. Amount expended on sanitation, \$50. F. H. Schoales, Township Clerk, Laird.

LAKE, Tp.—See Marmora and Lake Tps.

LAKEFIELD, V.—Saw mill started. Good opening for woodworking industries, etc. No new buildings erected. Amount expended on permanent improvements, \$1,239. Amount expended on sanitation, \$65. W. Sherin, Village Clerk, Lakefield.

LANARK, V.—Number of buildings erected, 2; cost \$2,500. Amount expended on permanent improvements, \$1,106. R. Beatty, Village Clerk, Lanark.

LANARK, Tp.—Number of buildings erected, 3; cost \$1,100. Amount expended on permanent improvements, \$645. Amount expended on sanitation, \$49. A. Rankin, Township Clerk, Middleville.

LANCASTER, V.—Good opening for sash and door factory, also small factories. Number of buildings erected, 7; cost \$12,500. Amount expended on permanent improvements, \$1,100. W. McNaughton, Village Clerk, Lancaster.

LANCASTER, Tp.—Good opening for milk condensor, packing plant. Number of buildings erected, 5; cost \$8,000. Amount expended on permanent improvements, \$5,334. A. McDonald, Township Clerk, North Lancaster.

LANSLOWNE (Front), Tp.—See Leeds and Lansdowne Front Tps.

LANSLOWNE (Rear), Tp.—See Leeds and Lansdowne Rear Tps.

LATCHFORD, Tn.—Good opening for woodworking industries. No new buildings erected. Amount expended on permanent improvements, \$366. S. Starling, Town Clerk, Latchford.

LAVALLEE, Tp.—Owns and operates telephone system, cost \$8,500. Good opening for cheese factory, creamery. Number of buildings erected, 4; cost \$2,500. Amount expended on permanent improvements, \$7,173. Amount expended on sanitation, \$64. A. Cooke, Township Clerk, Devlin.

LAVANT, Tp.—No new buildings erected. Amount expended on permanent improvements, \$628. W. Browning, Township Clerk, Lavant Station.

LAXTON, DIGBY AND LONGFORD, Tps.—Good opening for butter factory, cheese factory. Number of buildings erected, 8; cost \$10,000. Amount expended on permanent improvements, \$1,500. E. McCraw, Township Clerk, Norland.

LEAMINGTON, Tn.—Owns and operates waterworks, cost \$33,000; gas plant, cost \$25,000. Good opening for canning factories. Number of buildings erected, 45; cost 100,000. Amount expended on permanent improvements, \$14,650. Amount expended on sanitation, \$21,690. R. M. Selkirk, Town Clerk, Leamington.

LEASIDE, Tn.—Owns and operates waterworks, cost \$31,000. Amount expended on permanent improvements, \$38,929. Amount expended on sanitation, \$21,000. A. Lawson, Town Clerk, Leaside.

LEEDS AND LANSLOWNE (Front), Tps.—Cement and tile works, flour mill started. Good opening for brickyard, cheese box factory, woodworking industry. Number of buildings erected, 7; cost \$14,000. Amount expended on permanent improvements, \$22,258. Amount expended on sanitation, \$439. J. Darling, Township Clerk, Lansdowne.

LEEDS AND LANSLOWNE (Rear), Tps.—Number of buildings erected, 8; cost \$7,000. Amount expended on permanent improvements, \$7,790. Amount expended on sanitation, \$135. R. J. Green, Township Clerk, Soperton.

LIMERICK, Tp.—Good opening for mining industries and lumbering. No new buildings erected. Amount expended on permanent improvements, \$1,594. Amount expended on sanitation, \$41. W. Weller, Township Clerk, Steenburg, P.O.

LINDSAY, Tn.—Owns and operates waterworks, value \$145,000. Good opening for woodworking industries, metal, leather, cement and textiles. Number of buildings erected, 42; cost \$75,000. Amount expended on permanent improvements, \$13,500. Amount expended on sanitation, \$8,100. D. Ray, Town Clerk, Lindsay.

LINDSAY, Tp.—Good opening for stone quarries and lime kilns. Number of buildings erected, 2; cost \$1,000. Amount expended on permanent improvements, \$2,500. Peter Currie, Township Clerk, Cape Chin.

LISTOWEL, Tn.—Knitting factory started. Owns and operates waterworks, cost \$40,000; electric light plant, cost \$20,000. Good opening for textile factory. Number of buildings erected, 2; cost \$7,600. Amount expended on permanent improvements, \$3,500. W. Bright, Town Clerk, Listowel.

LITTLE CURRENT, Tn.—Owns and operates electric light plant, cost \$20,000. Good opening for furniture factory, boat factory, machine shop. Number of buildings erected, 12; cost \$14,000. Amount expended on permanent improve-

ments, \$4,000. Amount expended on sanitation, \$51. D. McGilvery, Town Clerk, Little Current.

LOBO, Tp.—Amount expended on permanent improvements, \$8,176. Amount expended on sanitation, \$120. E. R. Barclay, Township Clerk, Poplar Hill.

LOCHIEL, Tp.—No new buildings erected. Amount expended on permanent improvements, \$1,000. V. Chisholm, Township Clerk, Lochiel.

LOGAN, Tp.—Number of buildings erected, 6; cost \$6,835. Amount expended on permanent improvements, \$3,817. M. Leake, Township Clerk, Mitchell.

LONDON, C.—Wheel polishing factory, corset factory, specialty factory, concrete products factory, bedding factory, coat and apron factory, cap factory, bread factory started. Owns and operates waterworks, cost \$1,254,000; electric light plant, cost \$654,000. Good opening for steel and iron and all metal working industries, linen and cotton textile factories, boot and shoe factory, agricultural implement factory, railway material factory, steam and water fittings, malleable iron foundry, high grade steel castings, etc. Number of buildings erected, 781; cost \$1,605,490. Amount expended on permanent improvements, \$199,124. Amount expended on sanitation, \$252,744. S. Baker, City Clerk, London.

LONDON, Tp.—Good opening for industries of any character. Number of buildings erected, 50; cost \$75,000. Amount expended on permanent improvements, \$23,432. Amount expended on sanitation, \$960. Mary Grant, Township Clerk, 110 Dundas St., London.

LONGFORD, Tp.—See Laxton, Digby and Longford Tps.

LONGUEUIL, Tp.—No new buildings erected. Amount expended on permanent improvements, \$164. Armand Labourin, Township Clerk, Caledonian Springs.

L'ORIGINAL, V.—Openings for woodworking industries. No new buildings erected. Amount expended on permanent improvements, \$3,200. C. G. O'Brien, Village Clerk, L'Original.

LOUGHBOROUGH, Tp.—Number of buildings erected, 4; cost \$15,000. Amount expended on permanent improvements, \$3,040. F. Lawson, Township Clerk, Sydenham.

LOUTH, Tp.—Number of buildings erected, 20; cost \$9,880. Amount expended on permanent improvements, \$3,952. Amount expended on sanitation, \$105. M. Bell, Township Clerk, Jordan.

LUCAN, V.—Owns and operates hydro-electric light plant, cost \$7,500. Good opening for industries of any character. No new buildings erected. G. A. Stanley, Village Clerk, Lucan.

LUCKNOW, V.—Owns and operates waterworks for fire protection only, cost \$10,000. No new buildings erected. J. Agnew, Village Clerk, Lucknow.

LUTHER E., Tp.—Opening for peat industry, ditching machine. One new building erected, cost \$2,500. Amount expended on permanent improvements, \$3,026. Amount expended on sanitation, \$95. J. Richardson, Township Clerk, Grand Valley.

LUTHER W., Tp.—Number of buildings erected, 5; cost \$5,000. Amount expended on permanent improvements, \$2,250. Amount expended on sanitation, \$36. W. Duncan, Township Clerk, Conn.

LUTTERWORTH, Tp.—Number of buildings erected, 2; cost \$1,000. Amount expended on permanent improvements, \$500. J. Hulbig, Township Clerk, Minden.

LYNEDOCH, Tp.—See Brudenell and Lynedoch Tps.

MCCLURE, Tp.—See Bangor and McClure Tps.

McDOUGALL, Tp.—Good opening for woodworking industries. Number of buildings erected, 4; cost \$2,000. Amount expended on permanent improvements, \$1,000. J. E. Armstrong, Township Clerk, Parry Sound.

McGILLIVRAY, Tp.—Number of buildings erected, 6; cost \$10,000. Amount expended on permanent improvements, \$8,000. J. Drummond, Township Clerk, Ailsa Craig.

McIRVINE, Tp.—Owns and operates waterworks, cost \$5,973; electric light plant, cost \$1,000. Opening for paper mill, woodenware factory, implement factory, saw mill, planing mill. Number of buildings erected, 6; cost \$2,125. Amount expended on permanent improvements, \$6,086. F. Strain, Township Clerk, Fort Frances.

McKELLAR, Tp.—Good opening for woollen mill. Number of buildings erected, 5; cost \$2,750. Amount expended on permanent improvements, \$395. Amount expended on sanitation, \$2. J. Fletcher, Township Clerk, McKellar.

McKILLOP, Tp.—One new building erected, cost \$2,000. Amount expended on permanent improvements, \$2,487. Amount expended on sanitation, \$166. M. Murdie, Township Clerk, Seaforth.

McKIM, Tp.—Number of buildings erected, 5; cost \$4,000. Amount expended on permanent improvements, \$1,081. Amount expended on sanitation, \$172. J. Vincent, Township Clerk, Sudbury.

McCLEAN AND RIDOUT, Tps.—Opening for woodworking industries. Number of buildings erected, 4; cost \$3,000. Amount expended on permanent improvements, \$1,070. W. Brown, Township Clerk, Baysville.

McMURRICH, Tp.—Good opening for sash and door factory. Number of buildings erected, 3; cost \$9,000. D. McFarlane, Township Clerk, Sprucedale.

McNAB, Tp.—Good opening for flour mill, shingle and boxwood mills. Number of buildings erected, 2; cost \$1,500. Amount expended on permanent improvements, \$1,000. J. McGregor, Township Clerk, Renfrew.

MACAULAY, Tp.—One new building erected, cost \$550. S. R. Miles, Township Clerk, Bracebridge.

MACDONALD, MEREDITH AND ABERDEEN, Tps.—Owns and operates telephone system, cost \$3,000. Opening for grist mill. Number of buildings erected, 9; cost \$3,500. Amount expended on permanent improvements, \$2,200. Amount expended on sanitation, \$75. W. L. Cherry, Township Clerk, Sylvan Valley.

MACHAR, Tp.—Saw mill started. Good opening for woodworking industries. Number of buildings erected, 4; cost \$2,900. Amount expended on permanent improvements, \$2,482. Amount expended on sanitation, \$57. A. McKee, Township Clerk, Stewart's Bay.

MACHIN, Tp.—Opening for pulp wood factory, sash and door factory, lumber mill, grist mill, cheese factory, creamery. Number of buildings erected, 15; cost \$15,105. Amount expended on permanent improvements, \$500. W. W. Howell, Township Clerk, Minnitaki.

MADOC, V.—Owns and operates electric light plant, cost \$5,000. Good opening for milk products, canning factory, crushed lime stone, granite and trap rock, talc products. No new buildings erected. Amount expended on permanent improvements, \$500. R. Casement, Village Clerk, Madoc.

MADOC, Tp.—Number of buildings erected, 16; cost \$14,500. Amount expended on permanent improvements, \$6,000. W. Faller, Township Clerk, Madoc.

MAIDSTONE, Tp.—Owns and operates telephone system, cost \$14,448. Good opening for brickyard. Number of buildings erected, 35; cost \$15,000. Amount

expended or permanent improvements, \$7,110. Amount expended on sanitation, \$241. W. Phillips, Township Clerk, Maidstone.

MALAHIDE, Tp.—Evaporator started. Opening for flour mill. Number of buildings erected, 10; cost \$16,000. Amount expended on permanent improvements, \$19,000. Amount expended on sanitation, \$100. J. Hale, Township Clerk, Aylmer.

MALDEN, Tp.—Number of buildings erected, 6; cost \$6,000. Amount expended on permanent improvements, \$1,970. E. H. Bratt, Township Clerk, North Malden.

MANVERS, Tp.—Number of buildings erected, 7; cost \$6,500. Amount expended on permanent improvements, \$2,986. Amount expended on sanitation, \$164. J. Preston, Township Clerk, Bethany.

MARA, Tp.—Good opening for small industries. Number of buildings erected, 3; cost \$1,000. Amount expended on permanent improvements, \$10,000. W. McPhee, Township Clerk, Brechin.

MARIA, Tp.—See Head, Maria and Clara Tps.

MARCH, Tp.—Number of buildings erected, 3; cost \$3,000. Amount expended on permanent improvements, \$2,000. T. Richardson, Township Clerk, Stittsville.

MARIPOSA, Tp.—Number of buildings erected, 12; cost \$19,000. Amount expended on permanent improvements, \$6,000. Amount expended on sanitation, \$208. J. Weldon, Township Clerk, Oakwood.

MARKDALE, V.—Owns and operates waterworks, cost \$30,000. Openings for industries of any character. Number of buildings erected, 5; cost \$15,000. Amount expended on permanent improvements, \$2,500. R. Gilfillan, Village Clerk, Markdale.

MARKHAM, V.—Harness factory started. Owns and operates waterworks and electric light plant, cost \$10,000. Good opening for foundry and machine shop. Number of buildings erected, 2; cost \$6,000. Amount expended on permanent improvements, \$350. M. White, Village Clerk, Markham.

MARKHAM, Tp.—Number of buildings erected, 10; cost \$14,500. Amount expended on permanent improvements, \$11,550. Amount expended on sanitation, \$172. C. H. Stiver, Township Clerk, Unionville.

MARLBOROUGH, Tp.—Number of buildings erected, 2; cost \$3,000. Amount expended on permanent improvements, \$378. Amount expended on sanitation, \$100. E. Mills, Township Clerk, North Gower.

MARMORA, V.—Owns and operates electric light plant, cost \$6,000. Good opening for woodworking industries. Number of buildings erected, 6; cost \$15,500. Amount expended on permanent improvements, \$225. H. W. Sabine, Village Clerk, Marmora.

MARMORA AND LAKE, Tps.—Good opening for mining industries. One new building erected, cost \$1,000. Amount expended on permanent improvements, \$1,425. C. Jones, Township Clerk, Marmora.

MARTLAND, Tp.—Number of buildings erected, 6; cost \$2,100. Amount expended on permanent improvements, \$1,000. J. Guerin, Township Clerk, Noelville.

MARYBOROUGH, Tp.—Good opening for industries of any character. Number of buildings erected, 3; cost \$1,000. Amount expended on permanent improvements, \$6,473. Amount expended on sanitation, \$100. W. Scott, Township Clerk, Moorefield.

MARYSBURGH N., Tp.—Opening for canning factory. Number of buildings erected, 3; cost \$2,700. Amount expended on permanent improvements, \$4,500. Amount expended on sanitation, \$50. L. Williams, Township Clerk, Picton.

MARYSEBURGH, S., Tp.—Opening for various industries. Number of buildings erected, 20; cost \$10,000. Amount expended on permanent improvements, \$2,000. H. Grimmon, Township Clerk, Milford.

MASSEY, Tn.—Owns and operates waterworks, cost \$24,121. Good opening for industries of any character. Number of buildings erected, 3; cost \$2,000. Amount expended on permanent improvements, \$396. D. Cantlon, Town Clerk, Massey Station.

MATAWATCHAN, Tp.—See Griffith and Matawatchan Tps.

MATCHEDASH, Tp.—Good opening for blacksmith and repair shop. Number of buildings erected, 2; cost \$2,400. Amount expended on permanent improvements, \$500. E. Kitchen, Township Clerk, Lovering.

MATHESON, Tn.—Openings for brick yard, sash and door factory, lath and shingle mill. No new buildings erected. Amount expended on permanent improvements, \$659. Amount expended on sanitation, \$53. F. Rockall, Town Clerk, Matheson.

MATILDA, Tp.—Number of buildings erected, 5; cost \$15,000. Amount expended on permanent improvements, \$12,314. J. Payne, Township Clerk, Brinston.

MATTAWA, Tn.—Good opening for saw mill, planing mill, etc. Number of buildings erected, 2; cost \$2,000. Amount expended on permanent improvements, \$1,027. Amount expended on sanitation, \$150. J. McMeekin, Town Clerk, Mattawa.

MATTAWAN, Tp.—Good opening for saw mill and pulp mill. Number of buildings erected, 3; cost \$300. H. McMin, Township Clerk, Mattawa.

MAXVILLE, V.—Condensed milk factory started. Number of buildings erected, 2; cost \$13,000. Amount expended on permanent improvements, \$900. D. McDiarmid, Village Clerk, Maxwell.

MAY, Tp.—See Salter, May and Harrow Tps.

MAYO, Tp.—Good opening for iron mines and sodolite. No new buildings erected. Amount expended on permanent improvements, \$1,200. J. Douglas, Township Clerk, Fort Stewart.

MEDONTE, Tp.—Evaporator and cider works started. Owns and operates telephone system, cost \$20,000. Opening for evaporator, brick and tile works. Number of buildings erected, 9; cost \$25,000. Amount expended on permanent improvements, \$3,000. T. Robinson, Township Clerk, Moonstone.

MEDORA AND WOOD, Tps.—Good opening for woodworking industries. Number of buildings erected, 18; cost \$11,500. Amount expended on permanent improvements, \$4,630. Amount expended on sanitation, \$326. H. Guy, Township Clerk, Dudley.

MELANCTHON, Tp.—Number of buildings erected, 12; cost \$15,000. Amount expended on permanent improvements, \$9,000. Amount expended on sanitation, \$40. T. Slack, Township Clerk, Melancthon.

MELICK, Tp.—See Jaffray and Melick Tps.

MEREDITH, Tp.—See Macdonald, Meredith and Aberdeen Tps.

MERRICKVILLE, V.—Openings for industries of any character. Number of buildings erected, 4; cost \$4,000. Amount expended on permanent improvements, \$400. D. Hall, Village Clerk, Merrickville.

MERRITTON, V.—Owns and operates waterworks, cost \$86,580; electric light plant, cost \$9,790. Good opening for industries of any character. Number of buildings erected, 8; cost \$14,200. Amount expended on permanent improvements, \$5,986. Amount expended on sanitation, \$2,120. R. Clark, Village Clerk, Merritton.

MERSEA, Tp.—Number of buildings erected, 11; cost \$13,000. Amount expended on permanent improvements, \$4,500. A. Hairsine, Township Clerk, Leamington.

METCALFE, Tp.—Number of buildings erected, 8; cost \$12,000. Amount expended on permanent improvements, \$1,500. H. Thompson, Township Clerk, Kerwood.

METHUEN, Tp.—See Belmont and Methuen Tps.

MIDDLETON, Tp.—No new buildings erected. D. White, Township Clerk, Courtland.

MIDLAND, Tn.—Owns and operates waterworks, cost \$104,500; electric light plant, cost \$60,000. Good opening for iron industries. Number of buildings erected, 19; cost \$38,000. Amount expended on permanent improvements, \$10,000. F. Weston, Town Clerk, Midland.

MILLBROOK, V.—Good opening for industries of any character. One new building erected, cost \$3,000. Amount expended on permanent improvements, \$500. W. Given, Village Clerk, Millbrook.

MILTON WEST, Tn.—Owns and operates waterworks, cost \$34,000; electric light plant, cost \$24,000. Opening for industries of any character. Number of buildings erected, 11; cost \$35,000. Amount expended on permanent improvements, \$2,500. Amount expended on sanitation, \$250. G. A. Hemstreet, Town Clerk, Milton West.

MILLER, Tp.—See Clarendon and Miller Tps.

MILVERTON, V.—Good opening for brick and tile yard, woollen mill, meat market, butcher shop. Number of buildings erected, 4; cost \$8,000. Amount expended on permanent improvements, \$3,000. W. D. Weir, Village Clerk, Milverton.

MIMICO, V.—Owns and operates electric light plant, cost \$20,761. Good opening for industries of any character. Number of buildings erected, 37; cost \$75,400. Amount expended on permanent improvements, \$6,771. Amount expended on sanitation, \$1,335. J. Telfer, Village Clerk, Mimico.

MINDEN, Tp.—Good opening for blacksmith and carriage worker. One new building erected, cost \$1,000. Amount expended on permanent improvements, \$450. Amount expended on sanitation, \$25. E. Rogers, Township Clerk, Minden.

MINTO, Tp.—Number of buildings erected, 5; cost \$4,800. Amount expended on permanent improvements, \$3,860. W. McLellan, Township Clerk, Harriston.

MITCHELL, Tn.—Owns and operates waterworks, cost \$20,500; electric light plant, cost \$21,000. Good opening for various industries. Number of buildings erected, 8; cost \$13,500. Amount expended on permanent improvements, \$9,093. Amount expended on sanitation, \$2,500. W. Ryan, Town Clerk, Mitchell.

MONAGHAN N., Tp.—Good opening for industries of any character. Number of buildings erected, 8; cost \$10,000. Amount expended on permanent improvements, \$1,700. B. Johnston, Township Clerk, Peterborough.

MONAGHAN S., Tp.—One new building erected, cost \$900. Amount expended on permanent improvements, \$753. O. B. Johnston, Township Clerk, South Monaghan.

MONCK, Tp.—Amount expended on permanent improvements, \$3,836. Amount expended on sanitation, \$50. H. Bickmore, Township Clerk, Alport P.O.

MONMOUTH, Tp.—No new buildings erected. Amount expended on permanent improvements, \$111. John Moore, Township Clerk, Wilberforce.

MONO, Tp.—Number of buildings erected, 6; cost \$4,300. Amount expended on permanent improvements, \$3,078. Amount expended on sanitation, \$65. W. A. Henry, Township Clerk, Mono Centre.

MONTAGUE, Tp.—Number of buildings erected, 5; cost \$4,000. Amount expended on permanent improvements, \$2,000. J. Edmunds, Township Clerk, Smith's Falls.

MONTEAGLE AND HERSCHEL, Tps.—Good opening for pulp mill, flour mill, mining industries. Number of buildings erected, 25; cost \$1,750. Amount expended on permanent improvements, \$2,270. H. Grant, Township Clerk, Maynooth.

MOORE, Tp.—Owns and operates electric light plant, cost \$5,000; telephone system, cost \$40,000. Good opening for flax mill, brick and tile yard. Number of buildings erected, 6; cost \$5,000. Amount expended on permanent improvements, \$10,000. C. Watson, Township Clerk, Brigden.

MORLEY, Tp.—Good opening for brick yard, grist mill, woodworking industries. Number of buildings erected, 10; cost \$6,000. Amount expended on permanent improvements, \$4,500. Amount expended on sanitation, \$100. G. Gamsby, Township Clerk, Stratton.

MORNINGTON, Tp.—No new buildings erected. Amount expended on permanent improvements, \$7,108. W. Waddell, Township Clerk, Britton.

MORRIS, Tp.—Owns and operates telephone system, cost \$31,558. Good opening for fertilizer. One new building erected, cost \$1,200. Amount expended on permanent improvements, \$3,570. Amount expended on sanitation, \$126. A. MacEwen, Township Clerk, Bluevale.

MORRISBURG, V.—Owns and operates waterworks, cost \$30,000; electric light plant, cost \$35,000. Openings for industries of any character. No new buildings erected. F. Chalmers, Village Clerk, Morrisburg.

MORRISON, Tp.—Number of buildings erected, 8; cost \$2,500. Amount expended on permanent improvements, \$1,244. Amount expended on sanitation, \$17. J. Bayley, Township Clerk, Severn Bridge.

MOSA, Tp.—Good opening for brick and tile yard, cement factory, cheese factory. Number of buildings erected, 8; cost \$10,000. Amount expended on permanent improvements, \$4,068. Amount expended on sanitation, \$20. C. C. McNaughton, Township Clerk, Newbury.

MOULTON, Tp.—Opening for cement industries. Number of buildings erected, 15; cost \$1,590. G. Duff, Township Clerk, Low Banks.

MOUNT FOREST, Tn.—Owns and operates waterworks and electric light plant, cost \$50,000. Opening for furniture factory, planing mill. No new buildings erected. Amount expended on permanent improvements, \$1,500. Amount expended on sanitation, \$150. W. Perry, Town Clerk, Mount Forest.

MOUNTAIN, Tp.—Number of buildings erected, 3; cost \$7,000. Amount expended on permanent improvements, \$3,930. J. Crowder, Township Clerk, Inkerman.

MULMUR, Tp.—No new buildings erected. Amount expended on permanent improvements, \$3,800. Geo. Laking, Township Clerk, Shelburne.

MURRAY, Tp.—No new buildings erected. Amount expended on permanent improvements, \$4,760. Amount expended on sanitation, \$360. W. Little, Township Clerk, Wooler.

MUSKOKA, Tp.—Number of buildings erected, 2; cost \$250. Amount expended on permanent improvements, \$1,625. Amount expended on sanitation, \$35. James Brydon, Township Clerk, Gravenhurst.

NAIRN, Tp.—No new buildings erected. Amount expended on permanent improvements, \$348. H. Edwards, Township Clerk, Nairn Centre.

NAPANEE, Tn.—Good opening for furniture factory. Number of buildings erected, 5; cost \$12,000. Amount expended on permanent improvements, \$12,000. Amount expended on sanitation, \$3,000. W. A. Grange, Town Clerk, Napanee.

NASSAGAWEYA, Tp.—Pressed brick works started. Number of buildings erected, 3; cost \$5,000. Amount expended on permanent improvements, \$4,000. John Marshall, Township Clerk, Campbellville.

NEEBING, Tp.—Number of buildings erected, 35; cost \$10,000. Amount expended on permanent improvements, \$13,357. W. Rae, Township Clerk, Fort William.

NEELON AND GARSON, Tps.—Number of buildings erected, 20; cost \$13,000. Amount expended on permanent improvements, \$4,257. Amount expended on sanitation, \$72. J. Vincent, Township Clerk, Sudbury.

NELSON, Tp.—Number of buildings erected, 6; cost \$8,000. Amount expended on permanent improvements, \$10,500. Amount expended on sanitation, \$400. J. Richardson, Township Clerk, Milton.

NEPEAN, Tp.—Good opening for concrete brick and tile yard. Number of buildings erected, 200; cost \$200,000. Amount expended on permanent improvements, \$7,274. Amount expended on sanitation, \$1,566. John Gamble, Township Clerk, Westboro.

NEPIGON, Tp.—Owns and operates waterworks, cost \$12,000. Good opening for pulp mills. One new building erected, cost \$800. Amount expended on permanent improvements, \$69. Amount expended on sanitation, \$1,387. P. Bull, Township Clerk, Nepigon.

NEUSTADT, V.—One new building erected, cost \$2,000. Amount expended on permanent improvements, \$690. R. Walden, Village Clerk, Neustadt.

NEW HAMBURG, V.—Owns and operates electric light plant, cost \$25,000. Opening for shoe store, furniture store, foundry, trunk and valise store. Number of buildings erected, 7; cost \$14,000. Amount expended on permanent improvements, \$8,000. J. Katzenmeier, Village Clerk, New Hamburg.

NEW LISKEARD, Tn.—Ice cream factory, florist and gardener started. Owns and operates waterworks, cost \$90,000. Opening for grain elevator, biscuit factory, creamery, pulp mill, box factory. Number of buildings erected, 5; cost \$9,000. Amount expended on permanent improvements, \$4,400. J. I. Dixon, Town Clerk, New Liskeard.

NEWBORO, V.—Opening for canning factory. Number of buildings erected, 3; cost \$1,500. Amount expended on permanent improvements, \$375. W. Bilton, Village Clerk, Newboro.

NEWBURGH, V.—Good opening for dentist, medical doctor, foundry. One new building erected, cost \$1,200. Amount expended on permanent improvements, \$1,200. C. Welbanks, Village Clerk, Newburgh.

NEWBURY, V.—Owns and operates electric light plant, cost \$4,000. No new buildings erected. C. Tucker, Village Clerk, Newbury.

NEWCASTLE, V.—Opening for industries of any character. Number of buildings erected, 2; cost \$5,000. Amount expended on permanent improvements, \$1,000. Amount expended on sanitation, \$100. G. Jamieson, Village Clerk, Newcastle.

NEWMARKET, Tn.—Machine shop started. Owns and operates waterworks and electric light plant, cost \$42,000. Good opening for boot and shoe factory, wood and iron industries. Number of buildings erected, 26; cost \$53,000. Amount expended on permanent improvements, \$4,000. Amount expended on sanitation, \$200. P. J. Anderson, Town Clerk, Newmarket.

NEW TORONTO, V.—Owns and operates waterworks, cost \$60,000; hydro-electric plant, cost \$7,763. Openings for industries of any character. Number of buildings erected, 40; cost \$30,000. Amount expended on permanent improvements, \$4,067. Amount expended on sanitation, \$1,596. G. Scott, Village Clerk, New Toronto.

NIAGARA, Tn.—Owns and operates waterworks, cost \$24,000; electric light plant, cost \$36,000. Good opening for various industries. Number of buildings erected, 7; cost \$7,600. Amount expended on permanent improvements, \$15,621. Amount expended on sanitation, \$1,470. W. E. Lyall, Town Clerk, Niagara.

NIAGARA, Tp.—Lumber yard started. Number of buildings erected, 6; cost \$11,000. Amount expended on permanent improvements, \$5,000. John Knox, Township Clerk, Niagara.

NIAGARA FALLS, C.—Owns and operates waterworks, cost \$247,300; electric light plant, cost \$152,400. Opening for industries requiring electric power. Number of buildings erected, 150; cost \$450,000. Amount expended on permanent improvements, \$34,000. Amount expended on sanitation, \$6,800. W. Seymour, City Clerk, Niagara Falls.

NICHOL, Tp.—Lime kiln started. Good opening for cider mill, planing mill. Number of buildings erected, 11; cost \$11,300. J. Wissler, Township Clerk, Salem.

NIGHTINGALE, Tp.—See Sherborne, etc., Tps.

NIPISSING, Tp.—Good opening for general merchant. Number of buildings erected, 10; cost \$10,000. Amount expended on permanent improvements, \$1,260. W. S. Rowson, Township Clerk, Nipissing.

NISSOURI E., Tp.—Number of buildings erected, 4; cost \$2,000. Amount expended on permanent improvements, \$849. Amount expended on sanitation, \$256. J. Sutherland, Township Clerk, Lakeside.

NISSOURI W., Tp.—Good opening for industries requiring hydro-electric power. Number of buildings erected, 17; cost \$15,000. Amount expended on permanent improvements, \$7,275. J. H. Davis, Township Clerk, Belton.

NORMANDY, Tp.—No new buildings erected. R. Fortune, Township Clerk, Ayton.

NORTH BAY, Tn.—Owns and operates waterworks, cost \$223,758; electric light plant, cost \$140,000. Good opening for woodworking industries, wholesale distributing houses. Number of buildings erected, 136; cost \$333,625. Amount expended on permanent improvements, \$24,535. Amount expended on sanitation, \$17,151. W. Kennedy, Town Clerk, North Bay.

NORWICH, V.—Owns and operates waterworks, cost \$25,000; electric light plant, cost \$14,772. Good opening for dairy supply factory. Number of buildings erected, 8; cost \$14,000. Amount expended on permanent improvements, \$200. Amount expended on sanitation, \$1,700. W. Fairley, Village Clerk, Norwich.

NORWICH N., Tp.—Number of buildings erected, 6; cost \$7,000. Amount expended on permanent improvements, \$5,462. Amount expended on sanitation, \$166. C. Burgess, Township Clerk, Burgessville.

NORWICH S., Tp.—Good opening for industries of any character. Number of buildings erected, 12; cost \$31,500. Amount expended on permanent improvements, \$7,900. A. McFarlane, Township Clerk, Otterville.

NORWOOD, V.—Cheese box factory started. Good opening for canning factory, sash and door factory. No new buildings erected. Amount expended on permanent improvements, \$600. E. Laing, Village Clerk, Norwood.

NOTTAWASAGA, Tp.—Number of buildings erected, 4; cost \$3,000. Amount expended on permanent improvements, \$1,114. Amount expended on sanitation, \$101. L. MacAlister, Township Clerk, Duntroon.

OAKLAND, Tp.—Number of buildings erected, 5; cost \$6,000. Amount expended on permanent improvements, \$2,681. T. Button, Township Clerk, Scotland.

OAKLEY, Tp.—Good opening for shingle mill, saw mill. Number of buildings erected, 2; cost \$400. Amount expended on permanent improvements, \$364. W. Bone, Township Clerk, Vankoughnet.

OAKVILLE, Tn.—Owns and operates waterworks, cost \$12,000; electric light plant, cost \$18,000. Good opening for various industries. Number of buildings erected, 40; cost \$80,000. Amount expended on permanent improvements, \$3,843. Amount expended on sanitation, \$12,895. W. Crawley, Town Clerk, Oakville.

O'CONNOR, Tp.—No new buildings erected. Amount expended on permanent improvements, \$991. Amount expended on sanitation, \$157. L. Cardiff, Township Clerk, O'Connor.

OIL SPRINGS, V.—Openings for industries of any character. No new buildings erected. Amount expended on permanent improvements, \$747. Amount expended on sanitation, \$71. D. P. Sisk, Village Clerk, Oil Springs.

OJIBWAY, Tn.—John Moynahan, Town Clerk, 21 Parent Avenue, Windsor.

OLDEN, Tp.—Good opening for woodworking factory, agricultural machinery. Number of buildings erected, 4; cost \$8,500. Amount expended on permanent improvements, \$1,900. Amount expended on sanitation, \$50. W. Bender, Township Clerk, Long Lake.

OLIVER, Tp.—Owns and operates telephone system, cost \$10,000. Number of buildings erected, 17; cost \$5,750. Amount expended on permanent improvements, \$6,238. Amount expended on sanitation, \$215. C. Hill, Township Clerk, Murillo.

OMEMEE, V.—Good opening for foundry and machine shop. No new buildings erected. Amount expended on permanent improvements, \$369. W. H. Kennedy, Village Clerk, Omemee.

ONEIDA, Tp.—Good opening for cement works. Number of buildings erected, 3; cost \$4,000. Amount expended on permanent improvements, \$2,873. Amount expended on sanitation, \$43. J. Senn, Township Clerk, Caledonia.

ONONDAGA, Tp.—Good opening for brick and tile yard. Number of buildings erected, 4; cost \$3,300. Amount expended on permanent improvements, \$5,865. Amount expended on sanitation, \$10. A. Burrill, Township Clerk, Cainsville.

OPS, Tp.—Number of buildings erected, 6; cost \$9,000. Amount expended on permanent improvements, \$6,117. Amount expended on sanitation, \$93. W. Agnew, Township Clerk, Lindsay.

ORANGEVILLE, Tn.—Knitting mill started. Owns and operates waterworks, cost \$55,539. Good opening for industries of any character. Number of buildings erected, 4; cost \$101,000. Amount expended on permanent improvements,

\$1,396. Amount expended on sanitation, \$135. A. Hughson, Town Clerk, Orangeville.

ORFORD, Tp.—Number of buildings erected, 4; cost \$11,000. Amount expended on permanent improvements, \$4,392. Amount expended on sanitation, \$161. F. Littlejohns, Township Clerk, Highgate.

ORILLIA, Tn.—Owns and operates waterworks, cost \$131,289; electric light plant, cost \$424,539. Good openings for industries of any character. Number of buildings erected, 75; cost \$100,000. Amount expended on permanent improvements, \$20,484. Amount expended on sanitation, \$9,597. C. E. Grant, Town Clerk, Orillia.

ORILLIA, Tp.—Number of buildings erected, 8; cost \$7,000. Amount expended on permanent improvements, \$7,231. Amount expended on sanitation, \$94. John C. Rose, Township Clerk, Orillia.

ORO, Tp.—Number of buildings erected, 15; cost \$25,000. Amount expended on permanent improvements, \$2,373. H. Tudhope, Township Clerk, Hawkestone.

OSHAWA, Tn.—Hardware factory started. Owns and operates waterworks, cost \$179,531. Good opening for toy factory, light, gas and electric meter factory, furniture factory, rubber goods factory. Number of buildings erected, 100; cost \$100,000. Amount expended on permanent improvements, \$15,482. Amount expended on sanitation, \$3,000. T. Morris, Town Clerk, Oshawa.

OSGOODE, Tp.—No new buildings erected. Amount expended on permanent improvements, \$6,467. Amount expended on sanitation, \$265. F. Iveson, Township Clerk, Metcalfe.

OSNABRUCK, Tp.—Good opening for canning factory, beet sugar industry, peat industry. Number of buildings erected, 23; cost \$12,000. Amount expended on permanent improvements, \$5,500. Amount expended on sanitation, \$672. H. E. Hodgins, Township Clerk, Farran's Point.

OSO, Tp.—Good opening for various industries. Number of buildings erected, 10; cost \$4,500. Amount expended on permanent improvements, \$1,000. J. Ervin, Township Clerk, Sharbot Lake.

OSPREY, Tp.—Owns and operates telephone system, cost \$9,300. Opening for cement brick factory. Number of buildings erected, 9; cost \$10,000. Amount expended on permanent improvements, \$2,519. Amount expended on sanitation, \$167. T. Scott, Township Clerk, McIntyre.

OTONABEE, Tp.—No new buildings erected. Amount expended on permanent improvements, \$4,271. Amount expended on sanitation, \$26. J. Drummond, Township Clerk, Peterboro.

OTTAWA, C.—Owns and operates waterworks, cost \$3,362,300; electric light plant, cost \$113,357. Good opening for automobile factory, biscuit factory, barrel factory, bottle factory, clothing factory, cigar factory, confections, cereal foods, elevator and mill building machinery and materials, flour mill, gloves, pottery, rubber and felt goods, shirts and collars, tiles, etc. Number of buildings erected, 469; cost \$4,397,929. Amount expended on permanent improvements, \$818,400. Amount expended on sanitation, \$236,000. N. Lett, City Clerk, Ottawa.

OWEN SOUND, Tn.—Owns and operates waterworks, cost \$289,500; electric light plant, cost \$169,750; gas plant, cost \$109,024. Good opening for wood, iron and lime industries, also rag carpet weavers. Number of buildings erected, 81; cost \$68,655. Amount expended on permanent improvements, \$17,758. Amount expended on sanitation, \$7,651. Chas. Gordon, Town Clerk, Owen Sound.

OXFORD ON RIDEAU, Tp.—Bakery started. One new building erected, cost \$3,000. Amounts expended on permanent improvements, \$1,193. C. Anderson, Township Clerk, Oxford Mills.

OXFORD E., Tp.—Evaporator started. Number of buildings erected, 4; cost \$10,000. Amount expended on permanent improvements, \$6,818. Amount expended on sanitation, \$73. F. Jackson, Township Clerk, Oxford Centre.

OXFORD N., Tp.—Number of buildings erected, 6; cost \$10,000. Amount expended on permanent improvements, \$2,000. R. Seldon, Township Clerk, Ingersoll.

OXFORD W., Tp.—Powdered milk factory started. Owns and operates hydro-electric plant, cost \$5,000. Amount expended on permanent improvements, \$5,369. Amount expended on sanitation, \$113. B. Jenvey, Township Clerk, Ingersoll.

PAIPOONGE, Tp.—Number of buildings erected, 8; cost \$6,100. Amount expended on permanent improvements, \$10,508. Amount expended on sanitation, \$108. W. Dyke, Township Clerk, Fort William.

PAISLEY, V.—Owns and operates waterworks, cost \$18,000. Good opening for industries of any character. Number of buildings erected, 3; cost \$3,150. Amount expended on permanent improvements, \$335. Amount expended on sanitation, \$315. J. Gibson, Village Clerk, Paisley.

PAKENHAM, Tp.—Blacksmith shop and general store started. Good opening for any industry requiring cheap power. Number of buildings erected, 3; cost \$3,000. Amount expended on permanent improvements, \$1,464. Amount expended on sanitation, \$50. W. Millar, Township Clerk, Pakenham.

PALMERSTON, Tn.—Owns and operates waterworks, cost \$50,000; electric light plant, cost \$15,000. Good opening for woodworking industries. No new buildings erected. H. Hyndman, Town Clerk, Palmerston.

PALMERSTON AND NORTH AND SOUTH CANONTO, Tps.—Good opening for mining industries.—No new buildings erected. Amount expended on permanent improvements, \$1,211. J. Geddes, Township Clerk, Snow Road.

PAPINEAU, Tp.—One new building erected, cost \$500. C. Fink, Township Clerk, Mattawa.

PARIS, Tn.—Owns and operates waterworks, cost \$92,000; hydro-electric light plant, cost \$79,000. Openings for various industries. Number of buildings erected, 19; cost \$35,000. Amount expended on permanent improvements, \$5,500. Amount expended on sanitation, \$200. T. McCosh, Town Clerk, Paris.

PARKE, Tp.—See Korah and Parke Tps.

PARKHILL, Tn.—Owns and operates waterworks, cost \$30,000. Good opening for creamery, canning factory, evaporator, etc. Number of buildings erected, 5; cost \$12,500. Amount expended on permanent improvements, \$4,000. Amount expended on sanitation, \$240. F. Laughton, Town Clerk, Parkhill.

PARRY SOUND, Tn.—Owns and operates waterworks, cost \$65,000; electric light plant, cost \$85,000. Good opening for woodworking industries, tannery, boat building, etc. Number of buildings erected, 23; cost \$50,000. Amount expended on permanent improvements, \$25,000. E. Armstrong, Town Clerk, Parry Sound.

PEEL, Tp.—Number of buildings erected, 6; cost \$2,800. Amount expended on permanent improvements, \$1,837. Amount expended on sanitation, \$174. E. Gainer, Township Clerk, Arthur.

PELEE, Tp.—Owns and operates telephone system, cost \$6,700. Good opening for canning factory, tobacco factory, tile, brick and other cement products. Num-

ber of buildings erected, 10; cost \$4,500. Amount expended on permanent improvements, \$2,000. Amount expended on sanitation, \$60. W. Stewart, Township Clerk, Pelee Island.

PELHAM, Tp.—No new buildings erected. Amount expended on permanent improvements, \$9,175. Amount expended on sanitation, \$64. A. Armbrust, Township Clerk, Ridgeville.

PEMBROKE, Tn.—Woodworking industry started. Owns and operates waterworks, cost \$200,000. Good opening for brick factory, furniture factory, agricultural implement factory. Number of buildings erected, 35; cost \$147,000. Amount expended on permanent improvements, \$13,500. Amount expended on sanitation, \$4,000. A. J. Fortier, Town Clerk, Pembroke.

PEMBROKE, Tp.—Good opening for bobbin and spool factory, brick and tile yard, woodworking industries. Number of buildings erected, 2; cost \$400. Amount expended on permanent improvements, \$126. H. Perrett, Township Clerk, Pembroke.

PENETANGUISHENE, Tn.—Owns and operates waterworks, cost \$69,742; electric light plant, cost \$42,436. Good opening for knitting factory, woodworking industries. Number of buildings erected, 15; cost \$12,000. Amount expended on permanent improvements, \$500. Amount expended on sanitation, \$500. W. H. Hewson, Town Clerk, Penetanguishene.

PERCY, Tp.—Number of buildings erected, 5; cost \$6,000. Amount expended on permanent improvements, \$4,368. Amount expended on sanitation, \$119. P. Ewing, Township Clerk, Warkworth.

PERRY, Tp.—Basket factory started. Good opening for flour mill. Number of buildings erected, 3; cost \$2,000. Amount expended on permanent improvements, \$846. Amount expended on sanitation, \$25. H. Hayward, Township Clerk, Scotia.

PERTH, Tn.—Owns and operates street lighting system, cost \$14,000. Openings for various industries. No new buildings erected. Amount expended on permanent improvements, \$22,000. Amount expended on sanitation, \$3,500. J. Kerr, Town Clerk, Perth.

PETERBOROUGH, C.—Aerated water factory started. Owns and operates waterworks, cost \$607,451; electric light plant, cost \$120,000. Openings for industries of any character. Number of buildings erected, 304; cost \$452,340. Amount expended on permanent improvements, \$122,360. Amount expended on sanitation, \$47,417. S. Armstrong, City Clerk, Peterborough.

PETEWAWA, Tp.—Number of buildings erected, 5; cost \$3,800. Amount expended on permanent improvements, \$1,098. E. Giesbraht, Township Clerk, Petewawa.

PETROLIA, Tn.—Owns and operates waterworks, cost \$190,431. Good opening for planing mill. Number of buildings erected, 8; cost \$18,385. Amount expended on sanitation, \$8,915. John McHattie, Town Clerk, Petrolia.

PICKERING, Tp.—Good opening for industries requiring cheap water power. Number of buildings erected, 27; cost \$55,000. Amount expended on permanent improvements, \$12,073. Amount expended on sanitation, \$137. D. R. Beaton, Township Clerk, Whitevale.

PICTON, Tn.—Owns and operates waterworks and electric light plant, cost \$60,000. Good openings for industries of any character. Number of buildings erected, : cost \$. Amount expended on permanent improvements, \$28,363. Amount expended on sanitation, \$214. P. Macnee, Town Clerk, Picton.

PILKINGTON, Tp.—Number of buildings erected, 6; cost \$8,000. Amount expended on permanent improvements, \$1,741. G. Cromar, Township Clerk, Elera.

PITTSBURGH, Tp.—Number of buildings erected, 8; cost \$1,500. Amount expended on permanent improvements, \$5,952. Amount expended on sanitation, \$38. W. Murray, Township Clerk, Barriefield.

PLANTAGENET N., Tp.—Number of buildings erected, 24; cost \$18,000. Amount expended on permanent improvements, \$7,200. Amount expended on sanitation, \$180. F. Senecal, Township Clerk, Plantagenet.

PLANTAGENET S., Tp.—Number of buildings erected, 15; cost \$20,000. Amount expended on permanent improvements, \$3,250. L. X. Sabourin, Township Clerk, St. Isidore de Prescott.

PLUMMER (Additional), Tp.—Good opening for saw mills, pulp mill, trap rock crushers. Number of buildings erected, 6; cost \$5,900. Amount expended on permanent improvements, \$1,321. T. Humphries, Township Clerk, Bruce Mines.

PLYMPTON, Tp.—Number of buildings erected, 3; cost \$4,000. Amount expended on permanent improvements, \$11,613. T. Nisbet, Township Clerk, Wyoming.

POINT EDWARD, V.—Good opening for industries of any character. Number of buildings erected, 2; cost \$4,000. D. Suhler, Village Clerk, Point Edward.

PORT ARTHUR, C.—Railway frog and switch works started. Owns and operates waterworks, cost \$1,274,826; electric light plant, cost \$658,792; telephone system, cost \$377,378; street railway, cost \$892,677. Good opening for wood, metal and cereal industries. Number of buildings erected, 700; cost \$1,234,239. Amount expended on permanent improvements, \$119,579. Amount expended on sanitation, \$53,724. T. Milne, City Clerk, Port Arthur.

PORT CARLING, V.—Number of buildings erected, 4; cost \$4,850. Amount expended on permanent improvements, \$1,177. Amount expended on sanitation, \$91. F. Stubbs, Village Clerk, Port Carling.

PORT COLBORNE, V.—Stock food factory started. Owns and operates waterworks, cost \$49,515. Good opening for stove foundry. Number of buildings erected, 18; cost \$45,000. Amount expended on permanent improvements, \$24,124. D. Alair, Village Clerk, Port Colborne.

PORT CREDIT, V.—Owns and operates hydro-electric light plant, cost \$12,000. Number of buildings erected, 10; cost \$40,000. Amount expended on permanent improvements, \$2,500. A. Griffith, Village Clerk, Port Credit.

PORT DALHOUSIE, V.—Owns and operates electric light plant, cost \$10,600. Opening for industries of any character. Number of buildings erected, 7; cost \$7,000. Amount expended on permanent improvements, \$562. Amount expended on sanitation, \$56. J. Waugh, Village Clerk, Port Dalhousie.

PORT DOVER, V.—Good opening for foundry. Number of buildings erected, 27; cost \$80,000. Amount expended on permanent improvements, \$3,070. Amount expended on sanitation, \$171. J. Sloan, Village Clerk, Port Dover.

PORT ELGIN, V.—Owns and operates waterworks, cost \$42,000. Good opening for canning factory, saw mill, tannery, etc. Number of buildings erected, 2; cost \$6,000. Amount expended on permanent improvements, \$400. D. Geddes, Village Clerk, Port Elgin.

PORT HOPE, Tn.—Owns and operates waterworks, cost \$120,000. Good opening for wood, iron, leather, clothing and manufactured specialties. Number of buildings erected, 4; cost \$15,000. Amount expended on permanent improvements,

\$6,962. Amount expended on sanitation, \$165. J. Sanders, Town Clerk, Port Hope.

PORT PERRY, V.—Owns and operates waterworks and electric light plant, cost \$22,000. Number of buildings erected, 3; cost \$4,000. Amount expended on permanent improvements, \$2,084. J. Brown, Village Clerk, Port Perry.

PORT ROWAN, V.—Good opening for industries using natural gas. Number of buildings erected, 8; cost \$13,700. W. Mabee, Village Clerk, Port Rowan.

PORT STANLEY, V.—Supply and manufacturing industries started. Owns and operates waterworks, cost \$33,103; electric light plant, cost \$18,110. Good opening for industries requiring electric power. Number of buildings erected, 6; cost \$3,000. Amount expended on permanent improvements, \$1,847. Amount expended on sanitation, \$152. J. S. Robertson, Village Clerk, Box 13, St. Thomas.

PORTLAND, Tp.—Number of buildings erected, 8; cost \$9,300. Amount expended on permanent improvements, \$5,729. Amount expended on sanitation, \$66. T. Kerr, Township Clerk, Harrowsmith.

PORTSMOUTH, V.—Number of buildings erected, 2; cost \$4,000. Amount expended on permanent improvements, \$1,000. Amount expended on sanitation, \$100. J. Henstridge, Village Clerk, Kingston.

POWASSAN, Tn.—Good opening for woodworking industries. Number of buildings erected, 8; cost \$18,500. Amount expended on permanent improvements, \$1,300. Amount expended on sanitation, \$200. L. Phillips, Town Clerk, Powassan.

PRESCOTT, Tn.—Owns and operates waterworks, cost \$75,000; hydro-electric light plant, cost \$20,000. Openings for various industries. Number of buildings erected, 11; cost \$9,000. Amount expended on permanent improvements, \$4,200. Amount expended on sanitation, \$200. G. Rook, Town Clerk, Prescott.

PRESTON, Tn.—Owns and operates waterworks, cost \$141,300; electric light plant, cost \$97,600. Good opening for various industries. Number of buildings erected, 50; cost \$200,000. Amount expended on permanent improvements, \$75,000. Amount expended on sanitation, \$5,000. H. Edgar, Town Clerk, Preston.

PRINCE, Tp.—Saw mill started. Owns and operates telephone system, cost \$800. Number of buildings erected, 3; cost \$175. W. Wilson, Township Clerk, Sault Ste. Marie.

PROTON, Tp.—Amount expended on permanent improvements, \$5,971. Thomas Laughlin, Township Clerk, Dundalk.

PUSLINCH, Tp.—Number of buildings erected, 7; cost \$10,000. Amount expended on permanent improvements, \$4,467. A. Falconbridge, Township Clerk, Guelph.

RADCLIFFE, Tp.—Good opening for saw mill, shoemaker. No new buildings erected. J. Miller, Township Clerk, Cumbermere.

RAGLAN, Tp.—Good opening for mining industry. One new building erected, cost \$400. Amount expended on permanent improvements, \$33. C. Schmelzle, Township Clerk, Jewellville.

RAINHAM, Tp.—Number of buildings erected, 8; cost \$10,000. Amount expended on permanent improvements, \$1,045. L. Culver, Township Clerk, Selkirk.

RAINY RIVER, Tn.—Owns and operates waterworks, cost \$33,000. Good opening for box factory, dentist. Number of buildings erected, 8; cost \$10,000. E. Jess, Town Clerk, Rainy River.

RALEIGH, Tp.—Good opening for tile plant. Number of buildings erected, 20; cost \$8,000. Amount expended on permanent improvements, \$3,000. Amount expended on sanitation, \$250. A. Robinson, Township Clerk, Charing Cross.

RAMA, Tp.—Good opening for stone crushing, granite, etc., for building. Number of buildings erected, 12; cost \$12,000. Amount expended on permanent improvements, \$1,000. W. Shields, Township Clerk, O'Connell.

RAMSAY, Tp.—Number of buildings erected, 4; cost \$5,000. Amount expended on permanent improvements, \$3,796. Amount expended on sanitation, \$181. T. Thompson, Township Clerk, Almonte.

RATTER AND DUNNETT, Tps.—The municipal books have all been burnt. A new assessment is being made. E. Langlois, Township Clerk, Warren.

RAWDON, Tp.—Good opening for canning factory, evaporator. Number of buildings erected, 6; cost \$12,000. W. E. Bateman, Township Clerk, Spring Brook.

RAYSIDE, Tp.—Good opening for cheese factory, butter factory. Number of buildings erected, 5; cost \$1,200. Amount expended on permanent improvements, \$600. Amount expended on sanitation, \$25. E. Joliat, Township Clerk, Bourneville.

REACH, Tp.—Number of buildings erected, 21; cost \$13,600. Amount expended on permanent improvements, \$1,800. Amount expended on sanitation, \$44. W. Dobson, Township Clerk, Manchester.

RENFREW, Tn.—Shell factory started. Owns and operates waterworks, cost \$165,424; power plant, cost \$198,201. Good opening for carriage factory, overail and shirt factory. Number of buildings erected, 30; cost \$50,000. Amount expended on permanent improvements, \$25,000. Amount expended on sanitation, \$3,000. A. Devenny, Town Clerk, Renfrew.

RICHARDS, Tp.—See Hagarty and Richards Tps.

RICHMOND, Tp.—Saw mill started. Number of buildings erected, 3; cost \$4,600. Amount expended on permanent improvements, \$500. Amount expended on sanitation, \$25. J. McKittrick, Township Clerk, Selby.

RICHMOND W., V.—Owns and operates street lighting system, cost \$5,765. Good opening for foundry, shingle mill. Number of buildings erected, 6; cost \$1,100. Amount expended on permanent improvements, \$2,191. Amount expended on sanitation, \$11. J. Rielly, Village Clerk, Richmond West.

RICHMOND HILL, V.—Owns and operates electric light plant; cost \$10,000. Good opening for industries requiring electric power. Number of buildings erected, 24; cost \$40,000. Amount expended on permanent improvements, \$700. A. Hume, Village Clerk, Richmond Hill.

RIDGETOWN, Tn.—Owns and operates waterworks, cost \$40,000; electric light plant, \$10,500. Openings for various industries. Number of buildings erected, 4; cost \$17,000. Amount expended on permanent improvements, \$1,500. Amount expended on sanitation, \$2,000. D. Cochrane, Town Clerk, Ridgetown.

RIDOUT, Tp.—See McLean and Ridout Tps.

ROCHESTER, Tp.—Seed corn club started. Owns and operates telephone system, cost \$25,542. Openings for vegetable canning factories. Number of buildings erected, 14; cost \$16,000. Amount expended on permanent improvements, \$3,940. Amount expended on sanitation, \$276. M. Mousseau, Township Clerk, South Woodslie.

ROCKLAND, Tn.—Good opening for woodworking industries. Number of buildings erected, 15; cost \$4,800. Amount expended on permanent improvements,

\$3,277. Amount expended on sanitation, \$245. J. Lagrois, Town Clerk, Rockland.

RODDICK, Tp.—See Alberton and Roddick Tps.

RODNEY, V.—Good opening for canning factory, foundry. Number of buildings erected, 4; cost \$4,000. Amount expended on permanent improvements, \$1,500. J. Shaw, Village Clerk, Rodney.

ROLPH, BUCHANAN AND WYLIE, Tps.—One new building erected, cost \$100. Amount expended on permanent improvements, \$540. Florence McCarthy, Township Clerk, Wylie.

ROMNEY, Tp.—Good opening for canning factory. Number of buildings erected, 5; cost \$8,000. Amount expended on permanent improvements, \$2,000. J. W. Kennedy, Township Clerk, Wheatley.

ROSS, Tp.—Good opening for grain elevator. No new buildings erected. Amount expended on permanent improvements, \$3,000. N. G. Ross, Township Clerk, Forester's Falls.

ROXBOROUGH, Tp.—Number of buildings erected, 15; cost \$35,000. Amount expended on permanent improvements, \$4,155. Amount expended on sanitation, \$228. F. Brunet, Township Clerk, Moose Creek.

RUSSELL, Tp.—Number of buildings erected, 22; cost \$24,200. Amount expended on permanent improvements, \$16,917. Amount expended on sanitation, \$350. W. R. Craig, Township Clerk, Russell.

RYDE, Tp.—Number of buildings erected, 6; cost \$4,000. Amount expended on permanent improvements, \$300. Amount expended on sanitation, \$30. Walter Tingey, Township Clerk, Gravenhurst.

RYERSON, Tp.—Shingle mill started. Good opening for portable saw mill. Number of buildings erected, 3; cost \$3,500. F. Metcalfe, Township Clerk, Burk's Falls.

ST. CATHARINES, C.—Grape juice factory, silk factory started. Owns and operates waterworks, cost \$520,000; hydro-electric light plant, cost \$116,000; gas plant, cost \$100,000. Openings for industries of any character. Number of buildings erected, 711; cost \$760,353. Amount expended on permanent improvements, \$291,600. Amount expended on sanitation, \$51,600. J. Pay, City Clerk, St. Catharines.

ST. EDMUNDS, Tp.—Good opening for saw mill, etc. One new building erected, cost \$1,500. Amount expended on permanent improvements, \$1,247. Amount expended on sanitation, \$15. L. Spears, Township Clerk, Tobermory.

ST. JOSEPH, Tp.—Good opening for shoemaker. Number of buildings erected, 11; cost, \$3,800. Amount expended on permanent improvements, \$2,968. Amount expended on sanitation, \$52. H. Ross, Township Clerk, Richard's Landing.

ST. MARY'S, Tn.—Owns and operates waterworks, cost \$70,000; electric light plant, cost \$60,000. Openings for industries of any character. Number of buildings erected, 20; cost \$56,000. Amount expended on permanent improvements, \$3,385. Amount expended on sanitation, \$50,000. T. Clark, Town Clerk, St. Mary's.

ST. THOMAS, C.—Owns and operates waterworks, cost \$500,000; electric light plant, cost \$100,000; gas plant, cost \$200,000; street railway, cost, \$75,000. Good openings for industries of any character. Number of buildings erected, 159; cost, \$381,000. Amount expended on permanent improvements, \$70,000. Amount expended on sanitation, \$5,000. W. Doherty, City Clerk, St. Thomas.

SALTER, MAY AND HARROW, Tps.—Good openings for industries of any character. Number of buildings erected, 4; cost \$4,000. Amount expended on permanent improvements, \$300. Oscar Cole, Township Clerk, Massey.

SALTFLEET, Tp.—Good opening for jam and canning factories, evaporator. Number of buildings erected, 10; cost \$25,000. Amount expended on permanent improvements, \$3,000. Amount expended on sanitation, \$200. Erland Lee, Township Clerk, Stoney Creek.

SANDFIELD, Tp.—Oil works, gentian growing started. Good opening for sash and door factory, shingle and lath mill. No new buildings erected. Amount expended on permanent improvements, \$611. T. Thomson, Township Clerk, Big Lake.

SANDWICH Tn.—Good opening for salt works, steel industry. Number of buildings erected, 45; cost \$181,930. Amount expended on permanent improvements, \$44,052. Amount expended on sanitation, \$1,614. E. North, Town Clerk, Sandwich.

SANDWICH S., Tp.—Owns and operates telephone system, cost \$15,000. Openings for canning factory, creamery, cheese factory. Number of buildings erected, 13; cost \$11,450. Amount expended on permanent improvements, \$2,210. Amount expended on sanitation, \$113. J. McAuliffe, Township Clerk, Maidstone.

SANDWICH W., Tp.—Number of buildings erected, 16; cost \$20,000. Amount expended on permanent improvements, \$13,100. E. Bondy, Township Clerk, Loiselville.

SARAWAK, Tp.—One new building erected, cost \$500. Amount expended on permanent improvements, \$244. Amount expended on sanitation, \$97. W. Marton, Township Clerk, East Linton.

SARNIA, C.—Stove factory, machine shop started. Owns and operates waterworks, cost \$365,000. Openings for industries of any character. Number of buildings erected, 95; cost \$169,850. Amount expended on permanent improvements, \$10,462. Amount expended on sanitation, \$20,902. J. D. Stewart, City Clerk, Sarnia.

SARNIA, Tp.—Number of buildings erected, 8; cost \$10,000. Amount expended on permanent improvements, \$10,848. Amount expended on sanitation, \$21,616. E. Phillips, Township Clerk, Sarnia.

SAUGEEN, Tp.—Number of buildings erected, 25; cost \$10,000. Amount expended on permanent improvements, \$1,000. Amount expended on sanitation, \$85. F. Elliott, Township Clerk, Port Elgin.

SAULT STE. MARIE, C.—Dry dock and ship building industry started. Owns and operates waterworks, cost \$340,000; electric light plant, cost \$125,000. Good opening for iron and steel industries, woollen mills, logging tool factory. Number of buildings erected, 93; cost \$240,000. Amount expended on permanent improvements, \$99,117. Amount expended on sanitation, \$60,115. J. Bassingthwaights, City Clerk, Sault Ste. Marie.

SCARBOROUGH, Tp.—Number of buildings erected, 50; cost \$150,000. Amount expended on permanent improvements, \$50,000. W. Annis, Township Clerk, Scarborough.

SCHREIBER, Tp.—Number of buildings erected, 1; cost \$28,000. Amount expended on permanent improvements, \$209. Amount expended on sanitation, \$2,980. T. Bosler, Township Clerk, Schreiber.

SCOTT, Tp.—Number of buildings erected, 7; cost \$4,500. Amount expended on permanent improvements, \$2,849. Amount expended on sanitation, \$158. A. Gray, Township Clerk, Uxbridge.

SERGOG, Tp.—Number of buildings erected, 3; cost \$3,500. Amount expended on permanent improvements, \$435. T. Graham, Township Clerk, Port Perry.

SEAFORTH, Tn.—Owns and operates waterworks, cost \$14,500; electric light plant, cost \$25,000. Good opening for woollen mill, flax mill, canning factory, condensed milk factory. No new buildings erected. Amount expended on sanitation, \$900. J. Wilson, Town Clerk, Seaforth.

SEBASTOPOL, Tp.—Number of buildings erected, 4; cost \$400. Amount expended on permanent improvements, \$300. Chas. Rhode, Township Clerk, Vanbrugh.

SENECA, Tp.—Good opening for carriage and waggon works, medical doctor. Number of buildings erected, 6; cost \$7,000. Amount expended on permanent improvements, \$2,291. Amount expended on sanitation, \$63. N. Wickett, Township Clerk, York.

SEYMOUR, Tp.—Openings for industries of any character. No new buildings erected. Amount expended on permanent improvements, \$4,396. J. Ferris, Township Clerk, Campbellford.

SHALLOW LAKE, V.—Good opening for furniture factory, cement factory, stone quarry, brick and tile yard. No new buildings erected. Amount expended on permanent improvements, \$685. R. Young, Village Clerk, Shallow Lake.

SHEFFIELD, Tp.—Number of buildings erected, 3; cost \$1,200. Amount expended on permanent improvements, \$684. J. Aylesworth, Township Clerk, Tamworth.

SHELBURNE, V.—Owns and operates waterworks, cost \$19,900. Opening for whitewear factory, clothing factory. No new buildings erected. Amount expended on permanent improvements, \$1,000. Amount expended on sanitation, \$7,000. T. Whalley, Village Clerk, Shelburne.

SHERBOURNE, Tp.—Number of buildings erected, 2; cost \$510. Amount expended on permanent improvements, \$692. G. McKey, Township Clerk, Dorset.

SHERBROOKE, Tp.—Good opening for industries of any character. Number of buildings erected, 2; cost \$4,500. Amount expended on permanent improvements, \$31. Amount expended on sanitation, \$39. L. McCallum, Township Clerk, Dunnville.

SHERBROOKE N., Tp.—See Dalhousie and Sherbrooke N., Tps.

SHERBROOKE S., Tp.—Good opening for pulp mill. Number of buildings erected, 4; cost \$13,000. Amount expended on sanitation, \$200. H. Buchanan, Township Clerk, Maberly.

SHERWOOD, JONES AND BURNS, Tps.—Good opening for pulp mill. Number of buildings erected, 5; cost \$27,900. S. Smith, Township Clerk, Barry's Bay.

SHUNIAH, Tp.—Number of buildings erected, 10; cost \$10,000. Amount expended on permanent improvements, \$12,000. H. McKibbin, Township Clerk, Port Arthur.

SIDNEY, Tp.—Stone quarries started. Good opening for industries requiring water or electric power. Number of buildings erected, 25; cost \$100,000. Amount expended on permanent improvements, \$4,330. Amount expended on sanitation, \$807. A. Chapman, Township Clerk, Belleville.

SIMCOE, Tn.—Owns and operates waterworks, cost \$94,495; hydro-electric light plant, cost \$34,349. Good opening for industries of any character. Number of buildings erected, 36; cost \$72,000. Amount expended on sanitation, \$60,000. C. McCall, Town Clerk, Simcoe.

SIoux-LOOKOUT, Tn.—Good opening for brick plant, lumber, pulp, and paper mills. Number of buildings erected, 10; cost \$10,000. Amount expended on permanent improvements, \$223. Amount expended on sanitation, \$36. P. Discher, Town Clerk, Sioux-Lookout.

SMITH, Tp.—Number of buildings erected, 17; cost \$20,000. Amount expended on permanent improvements, \$3,500. Amount expended on sanitation, \$114. J. Kelly, Township Clerk, Bridgenorth.

SMITH'S FALLS, Tn.—Owns and operates waterworks, cost \$200,000. Openings for industries of any character. Number of buildings erected, 35; cost \$141,050. Amount expended on permanent improvements, \$9,000. Amount expended on sanitation, \$10,917. J. Lewis, Town Clerk, Smith's Falls.

SNOWDON, Tp.—Good opening for stove factory. One new building erected, cost \$800. Amount expended on permanent improvements, \$1,330. Amount expended on sanitation, \$20. A. J. Scott, Township Clerk, Gelert.

SOMBRA, Tp.—Good opening for industries of any character. Number of buildings erected, 20; cost \$30,000. Amount expended on permanent improvements, \$4,679. Amount expended on sanitation, \$376. W. Scott, Township Clerk, Bickford.

SOMERVILLE, Tp.—Good opening for cheese factory. No new buildings erected. Amount expended on permanent improvements, \$1,500. A. Townsend, Township Clerk, Burnt River.

SOPHLASBURG, Tp.—Number of buildings erected, 4; cost \$2,000. Amount expended on permanent improvements, \$1,325. C. Wright, Township Clerk, Demorestville.

SOUTHAMPTON, Tn.—Owns and operates waterworks, cost \$43,933. Number of buildings erected, 4; cost \$3,500. Amount expended on permanent improvements, \$1,333. Amount expended on sanitation, \$115. J. Eckford, Town Clerk, Southampton.

SOUTH RIVER, V.—Good opening for woodworking industries, stone quarries. Number of buildings erected, 2; cost \$3,000. Amount expended on permanent improvements, \$392. Amount expended on sanitation, \$74. H. Naismith, Village Clerk, South River.

SOUTHWOLD, Tp.—Number of buildings erected, 5; cost \$7,500. Amount expended on permanent improvements, \$6,600. Amount expended on sanitation, \$500. A. Campbell, Township Clerk, Shedden.

SPRINGER, Tp.—No new buildings erected. Amount expended on permanent improvements, \$2,000. Amount expended on sanitation, \$75. O. Lafrance, Township Clerk, Sturgeon Falls.

SPRINGFIELD, V.—Good opening for furniture store. Number of buildings erected, 3; cost \$5,000. Amount expended on permanent improvements, \$554. J. Lucas, Village Clerk, Springfield.

STAFFORD, Tp.—Number of buildings erected, 7; cost \$4,300. Amount expended on permanent improvements, \$1,400. John Kidd, Township Clerk, Cobden.

STAMFORD, Tp.—Owns and operates waterworks, cost \$50,000. Opening for industries requiring cheap electric power and good shipping facilities. Number of buildings erected, 40; cost \$70,000. Amount expended on permanent improvements, \$4,000. C. Munroe, Township Clerk, South End.

STANHOPE, Tp.—No new buildings erected. Amount expended on permanent improvements, \$400. W. Cooper, Township Clerk, Boskung.

STANLEY, Tp.—No new buildings erected. Amount expended on permanent improvements, \$4,640. Amount expended on sanitation, \$132. R. J. Richardson, Township Clerk, Varna.

STAYNER, Tn.—Owns and operates waterworks, cost \$25,000; hydro-electric light plant, cost \$9,000. Good opening for canning factory. One new building

erected, cost \$2,500. Amount expended on permanent improvements, \$100. John Hood, Town Clerk, Stayner.

STEELTON, Tn.—Owns and operates waterworks, cost \$84,667; electric light plant, \$30,000. Good opening for lumber mill, stove foundry. Number of buildings erected, 29; cost \$56,850. Amount expended on permanent improvements, \$6,132. Amount expended on sanitation, \$2,653. J. Robinson, Town Clerk, Steelton.

STEPHEN, Tp.—Number of buildings erected, 20; cost \$15,000. H. Eilber, Township Clerk, Crediton.

STEPHENSON, Tp.—Number of buildings erected, 5; cost \$8,000. Amount expended on permanent improvements, \$1,643. Amount expended on sanitation, \$132. D. Bain, Township Clerk, Utterson.

STIRLING, V.—Owns and operates electric light plant, cost \$12,292; fire engine and equipment, cost \$5,000. Openings for sash and door factory, canning factory, boot and shoe factory, shirt factory. Number of buildings erected, 5; cost \$12,000. Amount expended on permanent improvements, \$100. G. Luery, Village Clerk, Stirling.

STISTED, Tp.—One new building erected, cost \$200. Amount expended on permanent improvements, \$400. Amount expended on sanitation, \$25. W. Demaine, Township Clerk, Etwell.

STORRINGTON, Tp.—Number of buildings erected, 5; cost \$4,000. Amount expended on permanent improvements, \$5,000. Amount expended on sanitation, \$50. H. J. Moreland, Township Clerk, Sunbury.

STOUFFVILLE, V.—Owns and operates waterworks, cost \$28,000; electric light plant, \$5,000. Good opening for any kind of industries. Number of buildings erected, 2; cost \$6,000. Amount expended on permanent improvements, \$6,400. J. Urquhart, Village Clerk, Stouffville.

STRATFORD, C.—Owns and operates waterworks, cost \$312,642; electric light plant, \$204,043. Good opening for agricultural implement factory, automobile factory, carpet factory, carriage factory, crockery, pianos, rubber shoes, stove and furnace, tannery, tinware, wagons. Number of buildings erected, 318; cost \$445,000. Amount expended on permanent improvements, \$74,540. Amount expended on sanitation, \$51,710. R. Lang, City Clerk, Stratford.

STRATHROY, Tn.—Owns and operates waterworks and electric light plant, cost \$65,000. Good opening for basket factory, shoe factory. Number of buildings erected, 11; cost \$20,000. Amount expended on permanent improvements, \$2,487. Amount expended on sanitation, \$511. F. Atkinson, Town Clerk, Strathroy.

STREETSVILLE, V.—Brick works, slate industry started. Owns and operates waterworks, cost \$7,000; electric light plant, cost \$34,000. Opening for canning factory, textile factory. No new buildings erected. Amount expended on permanent improvements, \$3,000. Amount expended on sanitation, \$25. S. Smith, Village Clerk, Streetsville.

STRONG, Tp.—Good opening for grist mill. Number of buildings erected, 5; cost \$5,000. Amount expended on permanent improvements, \$2,000. Amount expended on sanitation, \$100. A. Church, Township Clerk, Sundridge.

STURGEON FALLS, Tn.—Good opening for saw mills, box factory, furniture factory, biscuit factory, etc. Number of buildings erected, 10; cost \$12,000. Amount expended on sanitation, \$2,000. L. R. Vannier, Town Clerk, Sturgeon Falls.

STURGEON POINT, V.—Good opening for hotel or boarding house. Number of buildings erected, 3; cost \$5,000. Amount expended on permanent improvements,

\$223. Amount expended on sanitation, \$152. G. Hopkins, Village Clerk, Lindsay.

SUDBURY, Tn.—Owns and operates waterworks, cost \$214,267; electric light plant, cost \$75,000. Good opening for coke plant, sulphite pulp mill. Number of buildings erected, 179; cost \$152,580. Amount expended on permanent improvements, \$34,996. Amount expended on sanitation, \$22,455. W. Ross, Town Clerk, Sudbury.

SULLIVAN, Tp.—Number of buildings erected, 7; cost \$7,500. Amount expended on permanent improvements, \$3,500. A. Stephen, Township Clerk, Mar-mion.

SUNDRIDGE, V.—Good opening for woodworking industries. One new building erected cost \$500. Amount expended on permanent improvements, \$200. John Harper, Village Clerk, Sundridge.

SUNNIDALE, Tp.—Good opening for cement works. Number of buildings erected, 5; cost \$5,000. T. Burrows, Township Clerk, Stayner.

SUTTON, V.—Good opening for woollen mill. Number of buildings erected, 9; cost \$8,000. Amount expended on permanent improvements, \$816. Amount expended on sanitation, \$110. F. Tremayne, Village Clerk, Sutton West.

SYDENHAM, Tp.—Number of buildings erected, 5; cost \$4,100. Amount expended on permanent improvements, \$2,000. Amount expended on sanitation, \$276. J. Thomson, Township Clerk, Bognor.

TARA, V.—Good opening for foundry and machine shop, sash and door factory. One new building erected, cost \$5,000. Amount expended on permanent improvements, \$256. Amount expended on sanitation, \$52. W. Taylor, Village Clerk, Tara.

TARBUTT AND TARBUTT, Additional, Tps.—Owns and operates telephone system, cost \$2,000. Good opening for saw mill. Number of buildings erected, 7; cost \$6,000. Amount expended on permanent improvements, \$6,000. R. Barr, Township Clerk, MacLellan.

TARENTORUS, Tp.—Number of buildings erected, 12; cost \$33,500. Amount expended on permanent improvements, \$4,517. E. R. McMullin, Township Clerk, Sault Ste. Marie.

TAVISTOCK, V.—Owns and operates waterworks, cost \$23,000. Openings for various industries. Number of buildings erected, 2; cost \$4,750. Amount expended on permanent improvements, \$2,000. J. Field, Village Clerk, Tavistock.

TAY, Tp.—Owns and operates telephone system, cost \$9,500. Good openings for industries requiring water front and hydro power. Number of buildings erected, 28; cost \$55,000. Amount expended on permanent improvements, \$9,021. T. Brown, Township Clerk, Victoria Harbour.

TECUMSETH, Tp.—Good opening for creamery, cheese factory. Number of buildings erected, 10; cost \$18,000. Amount expended on permanent improvements, \$10,000. W. Lilly, Township Clerk, Beeton.

TEESWATER, V.—Owns and operates waterworks for fire protection only, cost \$15,000. Good opening for saw mill, woodworking industries. One new building erected, cost \$10,000. Amount expended on permanent improvements, \$400. Amount expended on sanitation, \$75. J. Farquharson, Village Clerk, Teeswater.

TEHKUMMAH, Tp.—Number of buildings erected, 4; cost \$3,400. Amount expended on permanent improvements, \$1,525. J. Hopkin, Township Clerk, Tehkummah.

THAMESVILLE, V.—Owns and operates waterworks, cost \$12,000; electric light plant, cost \$6,250. Opening for sugar beet factory, pork packing industry. Number of buildings erected, 2; cost 3,000. Amount expended on permanent improvements, \$200. W. J. Cryderman, Village Clerk, Thamesville.

THEDFORD, V.—Good opening for canning factory. No new buildings erected. Amount expended on permanent improvements, \$826. W. Brooks, Village Clerk, Thedford.

THESSALON, Tn.—Saw mill started. Owns and operates waterworks and electric light plant, cost \$39,404. Good opening for sash and door factory and planing mill. No new buildings erected. Amount expended on permanent improvements, \$1,242. Amount expended on sanitation, \$40. J. Coulter, Town Clerk, Thessalon.

THESSALON, Tp.—Good opening for pulp mill. Number of buildings erected, 4; cost \$3,000. Amount expended on permanent improvements, \$441. Amount expended on sanitation, \$37. T. Clinton, Township Clerk, Thessalon.

THOMPSON, Tp.—Good opening for saw mill, blacksmith. Number of buildings erected, 5; cost \$2,500. Amount expended on permanent improvements, \$299. Amount expended on sanitation, \$10. T. Baker, Township Clerk, Dean Lake.

THORNBURY, Tn.—Owns and operates waterworks and electric light plant, cost \$30,000. Opening for shell factory. Number of buildings erected, 3; cost \$7,500. E. Rorke, Town Clerk, Thornbury.

THORAH, Tp.—Number of buildings erected, 4; cost \$5,000. Amount expended on permanent improvements, \$3,384. Amount expended on sanitation, \$56. John McArthur, Township Clerk, Beaverton.

THOROLD, Tn.—Owns and operates waterworks, cost \$100,000; electric light plant, cost \$75,000. Opening for industries of any character. Number of buildings erected, 44; cost \$160,400. Amount expended on permanent improvements, \$23,000. Amount expended on sanitation, \$11,000. D. Munro, Town Clerk, Thorold.

THOROLD, Tp.—Good opening for canning factory, steel plant. Number of buildings erected, 12; cost \$21,600. Amount expended on permanent improvements, \$2,500. John Clark, Township Clerk, Fonthill.

THURLOW, Tp.—Opening for tanneries, canning factory, woollen mills. Number of buildings erected, 10; cost \$10,000. Amount expended on permanent improvements, \$6,000. C. A. Callery, Township Clerk, Canifton.

TILBURY, Tn.—Owns and operates waterworks, cost \$20,575. Good opening for broom factory, sugar beet factory, flax mill. Number of buildings erected, 10; cost \$30,000. Amount expended on permanent improvements, \$283. Amount expended on sanitation, \$487. W. A. Hutton, Town Clerk, Tilbury.

TILBURY E., Tp.—Two tile factories started. Good opening for cheese factory. Number of buildings erected, 40; cost \$50,000. Amount expended on permanent improvements, \$8,000. Alex. Farquharson, Township Clerk, Merlin.

TILBURY N., Tp.—Number of buildings erected, 5; cost \$5,000. Amount expended on permanent improvements, \$4,800. J. Tremblay, Township Clerk, Tilbury.

TILBURY W., Tp.—Owns and operates gas plant, cost \$4,500; telephone system, cost \$30,000. Good opening for flax mill, canning factory. Number of buildings erected, 7; cost \$7,000. Amount expended on permanent improvements, \$250. Amount expended on sanitation, \$93. S. Anderson, Township Clerk, Comber.

TILLSONBURG, Tn.—Owns and operates waterworks, cost \$35,000; electric light plant, cost \$30,000. Good opening for industries of any character. Number of buildings erected, 12; cost \$16,000. Amount expended on permanent improvements, \$3,737. Amount expended on sanitation, \$631. A. E. Raynes, Town Clerk, Tillsonburg.

TIMMINS, Tn.—Owns and operates waterworks, cost \$110,000. Number of buildings erected, 110; cost \$55,000. Amount expended on permanent improvements, \$6,446. H. E. Montgomery, Town Clerk, Timmins.

TINY, Tp.—Number of buildings erected, 10; cost \$8,000. Amount expended on permanent improvements, \$3,500. M. Beaudoin, Township Clerk, Lafontaine.

TIVERTON, V.—Owns and operates telephone system, cost \$500. No new buildings erected. Amount expended on permanent improvements, \$200. Amount expended on sanitation, \$20. R. Blair, Village Clerk, Tiverton.

TORBOLTON, Tp.—Number of buildings erected, 3; cost \$2,000. Amount expended on permanent improvements, \$763. Amount expended on sanitation, \$30. D. B. MacLaren, Township Clerk, Woodlawn.

TORONTO, C.—Owns and operates waterworks, cost \$13,061,959; electric light plant, cost \$6,000,000; civic car lines, cost \$1,040,738. Good opening for industries of any character. Number of buildings erected, 6,600; cost \$20,694,288. Amount expended on permanent improvements, \$3,113,825. Amount expended on sanitation, \$3,728,999. W. Littlejohn, City Clerk, Toronto.

TORONTO, Tp.—Number of buildings erected, 10; cost \$38,000. C. H. Gill, Township Clerk, Dixie.

TORONTO GORE, Tp.—Number of buildings erected, 4; cost \$8,000. Amount expended on permanent improvements, \$3,000. N. Harrison, Township Clerk, Malton.

TOSSORONTIO, Tp.—Number of buildings erected, 5; cost \$3,000. Amount expended on permanent improvements, \$2,200. Amount expended on sanitation, \$90. T. Irwin, Township Clerk, Lisle.

TOTTENHAM, V.—Owns and operates waterworks, cost \$14,000; electric light plant, cost \$5,100. Good opening for industries of any character. No new buildings erected. Amount expended on permanent improvements, \$700. John McCabe, Village Clerk, Tottenham.

TOWNSEND, Tp.—Good opening for cement tile factory. Number of buildings erected, 9; cost \$9,000. Amount expended on permanent improvements, \$4,342. J. Ross, Township Clerk, Waterford.

TRAFALGAR, Tp.—Good opening for brick and tile yard. Number of buildings erected, 20; cost \$30,000. Amount expended on permanent improvements, \$16,000. Chas. Hall, Township Clerk, Trafalgar.

TROUT CREEK, Tn.—Good opening for woodworking industries. One new building erected, cost \$600. Amount expended on permanent improvements, \$1,069. B. Green, Town Clerk, Trout Creek.

TUCKERSMITH, Tp.—Owns and operates telephone system, cost \$40,000. Number of buildings erected, 4; cost \$10,000. Amount expended on permanent improvements, \$6,336. D. F. McGregor, Township Clerk, Seaforth.

TUDOR AND CASHEL, Tps.—Stone crushing plant started. Good opening for mining industry, cheese factory, creamery, woodworking industry. One new building erected, cost \$500. Amount expended on permanent improvements, \$3,100. Amount expended on sanitation, \$57. W. Glennie, Township Clerk, Millbridge.

TURNBERRY, Tp.—One new building erected, cost \$3,000. Amount expended on permanent improvements, \$5,000. P. Powell, Township Clerk, Wingham.

TWEED, V.—Good opening for canning factory, evaporator. Number of buildings erected, 4; cost \$8,500. Amount expended on permanent improvements, \$1,000. Amount expended on sanitation, \$75. W. Garrett, Village Clerk, Tweed.

TYENDINAGA, Tp.—Good opening for grist mill, cheese factory. Number of buildings erected, 10; cost \$7,000. Amount expended on permanent improvements, \$3,143. P. O'Shaughnessy, Township Clerk, Melrose.

USBORNE, Tp.—Number of buildings erected, 6; cost \$4,500. Amount expended on permanent improvements, \$2,367. Amount expended on sanitation, \$1,576. F. Morley, Township Clerk, Granton.

UXBRIDGE, Tn.—Owns and operates waterworks for fire protection, cost \$21,000. Good opening for piano factory, boot and shoe factory, novelty works. Number of buildings erected, 5; cost \$9,000. Amount expended on permanent improvements, \$1,245. M. Crosby, Town Clerk, Uxbridge.

UXBRIDGE, Tp.—Number of buildings erected, 9; cost \$8,300. Amount expended on permanent improvements, \$1,600. Amount expended on sanitation, \$106. J. Millard, Township Clerk, Altona.

VAN HORNE, Tp.—Good opening for flour mill, grist mill. Number of buildings erected, 5; cost \$1,750. Amount expended on permanent improvements, \$400. T. Marshall, Township Clerk, Dryden.

VANKLEEK HILL, Tn.—Openings for wood or iron industries. One new building erected, cost \$2,000. Amount expended on permanent improvements, \$1,178. Amount expended on sanitation, \$179. W. Dunning, Town Clerk, Vankleek Hill.

VAUGHAN, Tp.—Cement and brick industry started. Number of buildings erected, 30; cost \$25,000. Amount expended on permanent improvements, \$12,508. J. B. McLean, Township Clerk, Maple.

VERULAM, Tp.—Number of buildings erected, ..; cost \$..... Amount expended on permanent improvements, \$3,149. G. Taylor, Township Clerk, Bobcaygeon.

VESPRE, Tp.—Owns and operates telephone system, cost \$8,400. Good opening for glass works, cement works. Number of buildings erected, 20; cost \$2,300. Amount expended on permanent improvements, \$2,151. Amount expended on sanitation, \$150. A. Coutts, Township Clerk, Barrie.

VICTORIA HARBOUR, V.—Openings for industries of any character. Number of buildings erected, 5; cost \$16,500. Amount expended on permanent improvements, \$1,200. Amount expended on sanitation, \$84. E. Brown, Village Clerk, Victoria Harbour.

VIENNA, V.—Roller flouring plant started. Good opening for evaporator, canning factory, hardware and tin business. Number of buildings erected, 5; cost \$3,000. Amount expended on permanent improvements, \$604. S. Clutton, Village Clerk, Vienna.

WAINFLEET, Tp.—Number of buildings erected, 20; cost \$20,000. Amount expended on permanent improvements, \$2,000. J. Henderson, Jr., Township Clerk, Marshville.

WALKERTON, Tn.—Owns and operates waterworks, cost \$50,000. Openings for tanneries, biscuit factory, brass works. Number of buildings erected, 6; cost \$10,000. Amount expended on permanent improvements, \$7,600. Amount expended on sanitation, \$600. A. Collins, Town Clerk, Walkerton.

WALKERVILLE, Tn.—Roofing factory, soap factory started. Good opening for industries of any character. Number of buildings erected, 66; cost \$338,100. Amount expended on permanent improvements, \$85,682. Amount expended on sanitation, \$27,233. C. Robinson, Town Clerk, Walkerville.

WALLACE, Tp.—Number of buildings erected, 10; cost \$15,000. Amount expended on permanent improvements, \$4,500. Amount expended on sanitation, \$150. D. Greer, Township Clerk, Gowanstown.

WALLACEBURG, Tn.—Owns and operates waterworks, cost \$125,000; electric light plant, cost \$45,000. Opening for industries requiring electric power or power developed from natural gas. Number of buildings erected, 30; cost \$56,175. Amount expended on permanent improvements, \$8,586. Amount expended on sanitation, \$75,000. C. B. Jackson, Town Clerk, Wallaceburg.

WALPOLE, Tp.—Number of buildings erected, 11; cost \$17,100. Amount expended on permanent improvements, \$7,885. Amount expended on sanitation, \$141. S. Thompson, Township Clerk, Nanticoke.

WALSINGHAM N., Tp.—Number of buildings erected, 8; cost \$8,000. Amount expended on permanent improvements, \$2,504. Amount expended on sanitation, \$150. E. Hodson, Township Clerk, Langton.

WALSINGHAM S., Tp.—Number of buildings erected, 15; cost \$5,000. W. Townsend, Township Clerk, Walsingham.

WARDSVILLE, V.—Good opening for evaporator. No new buildings erected. Amount expended on permanent improvements, \$146. G. Corneille, Village Clerk, Wardsville.

WARWICK, Tp.—Number of buildings erected, 6; cost \$8,900. Amount expended on permanent improvements, \$11,000. Amount expended on sanitation, \$132. N. Herbert, Township Clerk, Watford.

WATERDOWN, V.—Chopping mill started. Owns and operates electric light plant, cost \$8,000. Good opening for printing office. Number of buildings erected, 6; cost \$6,000. Amount expended on permanent improvements, \$1,989. Amount expended on sanitation, \$50. J. Medlar, Village Clerk, Waterdown.

WATERFORD, V.—Owns and operates hydro-electric light plant, cost \$7,000. Good opening for sash and door factory. Number of buildings erected, 5; cost \$7,500. Amount expended on permanent improvements, \$1,003. J. Ross, Village Clerk, Waterford.

WATERLOO, Tn.—Owns and operates waterworks, cost \$126,275; electric light plant, cost \$90,710; gas plant, cost \$53,753. Opening for industries of any character. Number of buildings erected, 65; cost \$274,000. Amount expended on permanent improvements, \$95,612. Amount expended on sanitation, \$9,132. J. C. Haight, Town Clerk, Waterloo.

WATERLOO, Tp.—Owns and operates telephone system, cost \$22,000. Number of buildings erected, 50; cost \$38,000. Amount expended on permanent improvements, \$15,000. G. Tilt, Township Clerk, Blair.

WATERS, Tp.—Good opening for creamery. No new buildings erected. Amount expended on permanent improvements, \$380. P. Gaudrault, Township Clerk, Copper Cliff.

WATFORD, V.—No new buildings erected. Amount expended on sanitation, \$250. W. C. Fuller, Village Clerk, Watford.

WATT, Tp.—Good opening for woodworking industries. Number of buildings erected, 8; cost \$6,400. Amount expended on permanent improvements, \$1,468. Amount expended on sanitation, \$500. W. Hammell, Township Clerk, Raymond.

WAWANOSH E., Tp.—Number of buildings erected, 5; cost \$3,800. Amount expended on permanent improvements, \$1,935. A. Porterfield, Township Clerk, Belgrave.

WAWANOSH W., Tp.—Number of buildings erected, 2; cost \$1,800. Amount expended on permanent improvements, \$2,077. Amount expended on sanitation, \$79. W. Wilson, Township Clerk, Lucknow.

WEBBWOOD, Tn.—Good opening for woodworking industries. Number of buildings erected, 2; cost \$3,000. Amount expended on permanent improvements, \$2,000. Amount expended on sanitation, \$900. H. McMillan, Town Clerk, Webbwood.

WELLAND, Tn.—Fertilizer industry started. Owns and operates waterworks, cost \$296,889; electric light plant, cost \$83,890. Good opening for industries of any character. Number of buildings erected, 265; cost \$337,920. Amount expended on permanent improvements, \$55,300. Amount expended on sanitation, \$10,600. C. Webber, Town Clerk, Welland.

WELLESLEY, Tp.—Number of buildings erected, 11; cost \$6,000. Amount expended on permanent improvements, \$5,779. Amount expended on sanitation, \$481. P. Schummer, Township Clerk, St. Clements.

WELLINGTON, V. Good opening for various industries. Number of buildings erected, 7; cost \$11,500. Amount expended on permanent improvements, \$1,200. Amount expended on sanitation, \$50. E. A. Titus, Village Clerk, Wellington.

WEST LORNE, V.—Good opening for industries of any character. One new building erected, cost \$7,000. J. Robertson, Village Clerk, St. Thomas.

WESTMINSTER, Tp.—Number of buildings erected, 60; cost \$120,000. Amount expended on permanent improvements, \$8,312. Amount expended on sanitation, \$760. G. Riddell, Township Clerk, Wilton Grove.

WESTON, V.—Owns and operates waterworks, cost \$90,000; electric light plant, cost \$30,000. Good opening for various industries. Number of buildings erected, 20; cost \$10,000. Amount expended on permanent improvements, \$4,500. J. H. Taylor, Village Clerk, Weston.

WESTPORT, V.—Number of buildings erected, 5; cost \$9,500. Amount expended on permanent improvements, \$9,000. W. Ripley, Village Clerk, Westport.

WHEATLEY, V.—Flour mill started. Good opening for canning factory, dentist. Number of buildings erected, 16; cost \$30,000. M. Chamberlain, Village Clerk, Wheatley.

WHITBY, Tn.—Owns and operates waterworks and electric light plant, cost \$125,000. Good opening for industries of any character. Number of buildings erected, 35; cost \$90,000. Amount expended on sanitation, \$125,000. Joseph White, Town Clerk, Whitby.

WHITBY, Tp.—Number of buildings erected, 10; cost \$19,000. Amount expended on permanent improvements, \$3,572. D. Holliday, Township Clerk, Brooklin.

WHITBY E., Tp.—Good opening for blacksmith. Number of buildings erected, 25; cost \$25,000. Amount expended on permanent improvements, \$6,500. W. Purvis, Township Clerk, Columbus.

WHITCHURCH, Tp.—Number of buildings erected, 10; cost \$12,000. Amount expended on permanent improvements, \$5,000. W. Clark, Township Clerk, Stouffville.

WHITNEY, Tp.—Owns and operates waterworks for fire protection only, cost \$9,000. No new buildings erected. Amount expended on permanent improvements, \$495. P. R. Allison, Township Clerk, Porcupine.

WIARTON, Tn.—Casket factory started. Owns and operates waterworks, cost \$54,000. Good opening for cement plant, foundry, woollen mill, woodworking industry. Number of buildings erected, 6; cost \$20,000. Amount expended on permanent improvements, \$1,500. J. Fielding, Town Clerk, Wiarton.

WICKLOW, Tp.—See Bangor Tp.

WIDDIFIELD, Tp.—Macaroni factory started. Number of buildings erected, 14; cost \$6,200. Amount expended on permanent improvements, \$1,292. John Carmichael, Township Clerk, North Bay.

WILBERFORCE AND ALGOMA N., Tps.—Good opening for cement factory. No new buildings erected. Amount expended on permanent improvements, \$5,192. John McIntyre, Township Clerk, Eganville.

WILLIAMS E., Tp.—Number of buildings erected, 2; cost \$5,000. Amount expended on permanent improvements, \$1,355. W. McCallum, Township Clerk, Ailsa Craig.

WILLIAMS W., Tp.—Good opening for cheese factory, creamery. Number of buildings erected, 2; cost \$1,400. Amount expended on permanent improvements, \$4,378. W. Dawson, Township Clerk, Park Hill.

WILLIAMSBURG, Tp.—Good opening for sash and door factory, apple barrel factory. Number of buildings erected, 2; cost \$2,000. Amount expended on permanent improvements, \$4,202. Amount expended on sanitation, \$197. Geo. Lane, Township Clerk, Williamsburg.

WILMOT, Tp.—Good opening for foundry. Number of buildings erected, 20; cost \$30,000. Amount expended on permanent improvements, \$6,039. F. Howell, Township Clerk, Baden.

WINCHESTER, V.—Owns and operates hydro-electric light plant, cost \$10,500. Good opening for foundry and machine shop, small industries requiring power. Number of buildings erected, 2; cost \$1,000. Amount expended on permanent improvements, \$1,753. Amount expended on sanitation, \$111. W. Laflamme, Village Clerk, Winchester.

WINCHESTER, Tp.—Number of buildings erected, 12; cost \$13,560. Amount expended on permanent improvements, \$7,458. Amount expended on sanitation, \$135. G. Elliot, Township Clerk, Chesterville.

WINDHAM, Tp.—Number of buildings erected, 15; cost \$25,000. Amount expended on permanent improvements, \$1,641. Amount expended on sanitation, \$2,311. Henry McKnight, Township Clerk, Teeterville.

WINDSOR, C.—Stove factory, apron factory, glove factory, paper box factory, lumber factory, etc., started. Owns and operates waterworks, cost \$500,000; electric light plant, cost \$30,000. Openings for steel, autos, shoes, glass, toys, ship-building, stoves, etc. Number of buildings erected, 330; cost \$1,112,578. Amount expended on permanent improvements, \$178,500. Amount expended on sanitation, \$98,869. S. Lusted, City Clerk, Windsor.

WINGHAM, Tn.—Owns and operates waterworks, cost \$62,461; electric light plant, cost \$62,961. Good opening for boot and shoe factory, clothing factory, biscuit factory, knitting factory. Number of buildings erected, 4; cost \$10,600. Amount expended on permanent improvements, \$1,131. Amount expended on sanitation, \$12,046. J. Groves, Town Clerk, Wingham.

WOLFE ISLAND, Tp.—Owns and operates steam ferry, cost \$20,000. Number of buildings erected, 15; cost \$15,000. Amount expended on permanent improvements, \$3,353. J. Cosgrove, Township Clerk, Wolfe Island.

WOLFORD, Tp.—Number of buildings erected, 2; cost \$2,400. Amount expended on permanent improvements, \$4,877. G. Harris, Township Clerk, Jasper.

WOLLASTON, Tp.—Creosote tie factory started. One new building erected, cost \$500. Amount expended on permanent improvements, \$1,000. Alex. Miller, Township Clerk, Coe Mill.

WOOD, Tp.—See Medora and Wood Tps.

WOODBIDGE, V.—Owns and operates street lighting, cost \$85. Opening for tannery. Number of buildings erected, 2; cost \$4,000. Amount expended on permanent improvements, \$350. E. Brown, Village Clerk, Woodbridge.

WOODHOUSE, Tp.—Good opening for brick factory. Number of buildings erected, 11; cost \$28,000. Amount expended on permanent improvements, \$7,398. Amount expended on sanitation, \$183. F. Bowlby, Township Clerk, Simcoe.

WOODSTOCK, C.—Machinery factory, organ pipe industry started. Owns and operates waterworks, cost \$225,000; electric light plant, cost \$120,000. Good opening for industries of any character. Number of buildings erected, 40; cost \$108,000. Amount expended on permanent improvements, \$15,000. Amount expended on sanitation, \$3,329. J. Morrison, City Clerk, Woodstock.

WOODVILLE, V.—Owns and operates hydro-electric light plant, cost \$5,000. Good opening for jeweller, optician, dentist, factories, etc. Number of buildings erected, 4; cost \$1,000. Amount expended on permanent improvements, \$700. Amount expended on sanitation, \$50. A. Staback, Village Clerk, Woodville.

WOOLWICH, Tp.—Number of buildings erected, 8; cost \$29,700. Amount expended on permanent improvement, \$3,200. W. Snider, Township Clerk, Comestogo.

WORTHINGTON, Tp.—No new buildings erected. Amount expended on permanent improvements, \$1,607. H. Angebretson, Township Clerk, Sleeman.

WROXETER, V.—Owns and operates electric light plant, cost \$7,600. Good opening for evaporator, woollen mill. No new buildings erected. J. Brethauer, Village Clerk, Wroxeter.

WYLIE, Tp.—See Rolp, Buchanan and Wylie Tps.

WYOMING, V.—Saw mill started. Good opening for box and basket factory, cooperage, apple barrel factory, pickle factory. One new building erected, cost \$5,000. Amount expended on permanent improvements, \$150. G. Taylor, Village Clerk, Wyoming.

YARMOUTH, Tp.—Number of buildings erected, 10; cost \$16,000. Amount expended on permanent improvements, \$12,600. W. Caughell, Township Clerk, St. Thomas.

YONGE (Front), Tp.—Number of buildings erected, 3; cost \$4,500. Amount expended on permanent improvements, \$5,390. Amount expended on sanitation, \$134. F. Mallory, Township Clerk, Mallorytown.

YONGE AND ESCOTT (Rear), Tps.—Opening for cheese box factory. Number of buildings erected, 4; cost \$6,000. Amount expended on permanent improvements, \$5,000. R. Cornell, Township Clerk, Athens.

YORK, Tp.—Kodak industry started. Good openings for industries of any character. Number of buildings erected, 875; cost \$875,000. Amount expended on permanent improvements, \$59,811. Amount expended on sanitation, \$27,725. W. A. Clarke, Township Clerk, 40 Jarvis Street, Toronto.

ZONE, Tp.—No new buildings erected. W. Johnson, Township Clerk, Thamesville.

ZORRA E., Tp.—One new building erected, cost \$5,000. Amount expended on permanent improvements, \$15,780. Amount expended on sanitation, \$204. E. Parker, Township Clerk, Tavistock.

ZORRA W., Tp.—Number of buildings erected, 11; cost \$9,150. Amount expended on permanent improvements, \$9,111. Amount expended on sanitation, \$199. A. Murray, Township Clerk, Embro.

STATISTICS TABULATED.

The preceding returns by the municipal clerks, as far as statistics are concerned, have been tabulated as follows, thus giving a clear view of the expenditure on new buildings, permanent improvements and sanitation. The additional column, introduced seven years ago, has been repeated, showing the public utilities owned and operated by the municipalities, with the capital thus invested, the continuous increase having been most satisfactory.

MUNICIPAL STATISTICS.

C., city; Tn., town; V., village; Tp., Township.

Cities, Towns, Villages and Townships.	No. of new buildings erected during 1914.	Aggregate cost new buildings.	Spent on permanent improvements.	Spent on sanitation, including sewers.	Public utilities.
		\$	\$	\$	\$
Acton, V.	5	10,000	500	200	8,500
Adelaide, Tp.	20	20,000	2,000	50	.....
Adjala, Tp. ....	.....	.....	2,604	101	.....
Ailsa Craig, V.	1	2,500	311	15	.....
Admaston, Tp.	3	5,000	1,437	.....	.....
Adolphustown, Tp. ....	.....	.....	1,333	.....	.....
Albemarle, Tp.	4	2,000	2,907	.....	.....
Alberton, Tp.	3	1,500	3,000	.....	.....
Albion, Tp.	6	8,000	1,500	.....	.....
Aldborough, Tp.	10	10,000	12,000	.....	.....
Alexandria, Tn. ....	.....	.....	2,395	200	83,250
Alfred, Tp.	20	15,000	1,500	.....	.....
Algona, S., Tp.	1	500	43	4	.....
Alice and Fraser, Tps.	11	14,500	.....	.....	.....
Alliston, Tn.	6	17,000	200	100	27,000
Almonte, Tn.	5	15,000	.....	.....	38,000
Alnwick, Tp.	10	2,300	1,150	51	.....
Alvinston, V.	1	3,600	250	225	.....
Amabel, Tp.	10	10,000	3,000	145	.....
Amaranth, Tp.	2	1,800	3,500	.....	.....
Ameliasburgh, Tp.	3	6,000	1,508	52	.....
Amherst Island, Tp. ....	.....	.....	800	.....	.....
Amherstburg, Tn.	3	3,000	900	3,500	51,000
Ancaster, Tp. ....	.....	.....	8,662	.....	.....
Anderdon, Tp.	11	12,600	1,450	.....	.....
Anson and Hindon, Tps.	2	1,000	64	.....	.....
Arkona, V. ....	.....	.....	.....	.....	.....
Armour, Tp.	4	3,800	.....	.....	.....
Arnprior, Tn.	5	13,000	723	827	130,300
Arran, Tp.	2	1,000	3,788	200	.....
Artemesia, Tp.	5	10,000	5,000	.....	.....
Arthur, Tp.	4	5,000	4,300	.....	.....
Arthur, V.	2	1,000	950	100	.....
Ashfield, Tp. ....	.....	.....	4,785	28	.....
Asphodel, Tp.	3	3,000	2,500	.....	.....
Assiginack, Tp.	7	4,200	.....	.....	.....
Athens, V.	3	10,000	.....	200	.....
Athol, Tp.	2	2,000	445	.....	.....
Atwood, Tp.	6	2,900	82	.....	.....
Augusta, Tp.	6	5,000	6,640	414	.....
Aurora, Tn.	18	35,600	.....	.....	56,000
Aylmer, Tn.	9	26,000	6,000	.....	40,000
Ayr, V.	1	7,000	800	360	12,000
Bagot and Blythfield, Tps.	5	9,000	.....	.....	.....
Bala, Tn.	6	5,300	700	.....	.....

MUNICIPAL STATISTICS.—Continued.

Cities, Towns, Villages and Townships.	No. of new buildings erected during 1914.	Aggregate cost new buildings.	Spent on permanent improvements.	Spent on sanitation, including sewers.	Public utilities.
		\$	\$	\$	\$
Bala, Tp.	6	5,300	700		
Balfour, Tp.	3	2,500	1,565		
Bancroft, V.	7	19,000	800		
Bangor, Tp.	1	55			
Barrie, Tn.	84	239,105	11,265	14,670	232,983
Barrie, Tp.			66		
Barton, Tp.	25	15,600	19,972	3,884	
Bastard & Burgess, Tps.	7	11,000	7,461	175	
Bath, V.	1	1,500	1,122		200
Bathurst, Tp.	12	10,000	1,040		
Bayfield, V.	6	7,000	600		1,386
Bayham, Tp.	7	8,700	1,400		
Beamsville, V.	4	18,000	2,900		28,000
Beaverton, V.	2	4,000	8,000		
Beckwith, Tp.	2	2,000	1,000		
Bedford, Tp.	4	2,800	2,500	60	1,000
Beeton, V.	2	16,000	436		22,500
Belle River, V.	8	3,200	1,192		
Belleville, C.	60	90,000	70,000	5,300	394,807
Belmont and Methuen, Tps.	6	6,500	2,166		
Bentinck, Tp.	5	3,600	700	200	
Berlin, C.	264	730,340	170,267	26,188	1,137,639
Bertie, Tp.	35	40,000	19,000	267	
Beverly, Tp.	5	6,000	5,977		
Bexley, Tp.			1,300		
Biddulph, Tp.	3	2,000	5,813		
Billings, Tp.	3	2,400	1,500		
Binbrook, Tp.	8	9,000	6,627		
Blandford, Tp.	10	8,400	1,949		
Blansbard, Tp.	5	9,000	8,389		
Blenheim, Tn.	7	30,000	3,000		12,000
Blenheim, Tp.	7	10,000	5,503		13,287
Blezard, Tp.	5	1,500	308		
Blind River, Tn.			6,000		
Bloomfield, V.	3	8,600	1,200		
Blue, Tp.	2	600	2,694		
Blyth, V.	2	4,500	300	100	46,500
Bobcaygeon, V.	8	10,000	465		25,000
Bolton, V.	3	2,500	300	400	
Bonfield, Tn.	4	900	337	17	
Bonfield, Tp.	30	25,000	600	200	
Bosanquet, Tp.	13	9,300	8,777		
Bothwell, Tn.	1	1,000			10,500
Bowmanville, Tn.	10	30,000	2,500	55,000	165,000
Bracebridge, Tn.	2	32,000	577		188,000
Bradford, V.	7	14,000	1,476		
Brampton, Tn.	114	160,000	26,806	1,803	239,850
Brant, Tp.	5	8,000	3,000	260	
Brantford, C.	371	435,510	23,000	67,000	889,179
Brantford, Tp.	25	25,000	33,741		
Bridgeburg, V.	10	20,000	10,000	1,600	54,351
Brighton, V.	2	3,000	2,500		50,000
Brighton, Tp.	9	6,100		100	20,000
Brock, Tp.	9	14,000	9,500	250	6,000
Brockville, Tn.	19	65,810	4,765	9,950	500,951
Bromley, Tp.	4	4,500	2,776		
Brooke, Tp.	6	11,000	10,233	42	35,000
Brougham, Tp.					

MUNICIPAL STATISTICS.—Continued.

Cities, Towns, Villages and Townships.	No. of new buildings erected during 1914.	Aggregate cost new buildings.	Spent on permanent improvements.	Spent on sanitation, including sewers.	Public utilities.
		\$	\$	\$	\$
Bruce, Tp.			6,119		
Bruce Mines, Tn.	2	12,500	100		
Brudenell & Lynedoch, Tps.	5	2,000	126		
Brunel, Tp.			574		
Brussels, V.	1	25,000	600	50	45,000
Bucke, Tp.	11	9,000	3,000		
Burford, Tp.	20	10,000	17,575		
Burgess, N., Tp.	1	1,000	1,200		
Burk's Falls, V.	4	6,000	921		42,000
Burleigh & Anstruther, Tps.	2	1,000			
Burlington, V.	45	41,650	6,991	15,000	60,000
Burpee, Tp.	2	900	800		
Cache Bay, Tn.	4	3,100	455	52	
Caistor, Tp.	5	3,000	600		
Caldwell, Tp.	5	4,000	2,900		
Caledon, Tp.			4,993		
Caledonia, Tp.	6	4,000			
Caledonia, V.	28	50,000	1,600	150	8,000
Calvin, Tp.	3	1,000			
Cambridge, Tp.	6	2,400		150	
Camden, Tp.	15	5,000	3,500		
Camden, E., Tp.	10	14,500	3,550		
Cameron, Tp.			3,550		
Campbellford, Tn.					
Canborough, Tp.	8	6,000	2,861	18	
Cannington, V.			390		
Caradoc, Tp.	10	10,000	9,420	167	
Carden, Tp.	2	3,000	346		
Cardiff, Tp.					
Cardinal, V.	2	2,300	800		
Cardwell, Tp.	2	2,500	470		
Carleton Place, Tn.	1	6,300	4,532		150,000
Carling, Tp.			600		
Carlow, Tp.	2	1,000	2,000		
Carnarvon, Tp.			2,082		
Carrick, Tp.	5	10,000	4,500	50	
Cartwright, Tp.	6	16,400	1,117	129	
Casey, Tp.	6	3,000	3,400		
Casselman, V.	3	6,000	1,623	187	
Cassimer, Jennings & Appleby, Tps.	3	1,500	1,650	50	
Cavan, Tp.	5	4,400	5,777		
Cayuga, V.	6	12,000	2,300		
Cayuga, N., Tp.	11	9,700	4,000		
Cayuga, S., Tp.	4	3,000	800	2	
Chaffey, Tp.	3	1,600	2,529		
Chamberlain, Tp.	2	1,000	181		
Chandos, Tp.			120	35	3,000
Chapleau, Tp.	5	12,000	2,000		50,000
Chapman, Tp.	3	4,200	2,461		
Chapple, Tp.			7,458	441	
Charlottenburg, Tp.	8	8,000	10,000	100	
Charlotteville, Tp.	5	6,000	1,438	49	
Chatham, C.	141	185,730	23,956	10,522	278,458
Chatham, Tp.	6	10,000	1,500		
Chatsworth, V.	1	1,000	38	21	
Chelmsford, Tn.			350		

MUNICIPAL STATISTICS.—Continued.

Cities, Towns, Villages and Townships.	No. of new buildings erected during 1914.	Aggregate cost new buildings.	Spent on permanent improvements.	Spent on sanitation, including sewers.	Public utilities.
		\$	\$	\$	\$
Chesley, Tn.	4	10,200	1,300	636	48,000
Chesterville, V.	4	5,000	567	31	5,400
Chinguacousy, Tp.	5	5,500	2,500	.....	30,000
Chippawa, V.	12	5,900	4,300	.....	1,050
Chisholm, Tp.	2	1,000	1,154	.....	.....
Christie, Tp.	80	15,000	2,000	50	.....
Clarence, Tp. ....	.....	.....	7,000	779	.....
Clarendon & Miller, Tps. ....	.....	.....	1,500	15	.....
Clarke, Tp.	6	14,500	4,093	280	.....
Clifford, V.	1	600	.....	55	3,500
Clinton, Tn.	2	4,000	1,345	.....	102,500
Clinton, Tp.	10	12,500	5,500	.....	.....
Cobalt, Tn.	57	73,645	10,449	25,180	101,108
Cobden, V.	4	1,000	200	.....	.....
Cobourg, Tn.	50	32,234	3,500	.....	.....
Cochrane, Tn.	7	25,000	1,350	1,700	102,000
Cockburn Island, Tp. ....	.....	.....	708	.....	.....
Colborne, Tp. ....	.....	.....	2,300	.....	.....
Colborne, V.	2	3,000	1,773	.....	.....
Colchester, N., Tp.	7	6,700	3,000	.....	12,000
Colchester, S., Tp.	7	11,400	2,300	8	.....
Coldwater, V. ....	.....	.....	.....	.....	30,000
Coleman, Tp. ....	.....	.....	23,723	826	.....
Collingwood, Tn.	1	130,000	7,212	14,000	163,832
Collingwood, Tp. ....	.....	.....	823	262	.....
Copper Cliff, Tn.	6	20,000	11,857	5,090	.....
Conmee, Tp.	15	10,000	2,000	.....	.....
Cornwall, Tn.	10	85,000	7,000	.....	165,000
Cornwall, Tp.	5	9,000	6,500	800	.....
Courtright, V.	2	3,000	1,017	1,000	.....
Cramahe, Tp.	3	6,000	3,056	35	.....
Creemore, V.	4	4,500	200	10	29,500
Crosby, N., Tp.	1	1,400	671	88	.....
Crosby, S., Tp. ....	.....	.....	2,145	.....	.....
Crowland, Tp.	20	125,000	6,841	.....	.....
Culross, Tp.	1	2,000	2,494	146	3,360
Cumberland, Tp.	60	45,500	5,000	.....	.....
Dack, Tp. ....	.....	.....	.....	.....	.....
Dalhousie & Sherbrooke, N., Tps.	8	3,000	642	.....	.....
Dalton, Tp.	1	1,000	2,154	.....	.....
Darling, Tp. ....	.....	.....	300	.....	.....
Darlington, Tp. ....	.....	.....	7,938	122	.....
Dawn, Tp. ....	.....	.....	.....	.....	13,500
Day & Bright (Add.), Tps.	2	500	264	10	.....
Delaware, Tp.	6	8,000	5,945	188	7,000
Delhi, V.	4	8,750	2,388	.....	.....
Denbigh, Abinger & Ashby, Tps.	6	3,200	402	.....	.....
Derby, Tp.	7	7,400	3,221	197	.....
Dereham, Tp. ....	.....	.....	12,260	10,906	.....
Deseronto, Tn. ....	.....	.....	1,977	914	67,300
Dilke, Tp.	2	650	1,523	.....	.....
Dorchester, N., Tp.	10	15,000	5,841	.....	4,300
Dorchester, S., Tp.	9	9,500	.....	.....	.....
Douro, Tp.	14	10,500	2,000	24	.....
Dover, Tp.	34	22,400	2,000	300	10,805
Downie, Tp.	4	6,000	7,869	197	.....
Draper, Tp.	2	1,000	1,300	.....	.....

MUNICIPAL STATISTICS.—Continued.

Cities, Towns, Villages and Townships.	No. of new buildings erected during 1914.	Aggregate cost new buildings.	Spent on permanent improvements.	Spent on sanitation, including sewers.	Public utilities.
		\$	\$	\$	\$
Drayton, V.	7	11,200	1,078	35	31,900
Dresden, Tn.	8	6,000	686	35	.....
Drummond, Tp.	5	5,000	1,549	1,004	.....
Drury, Denison, etc., Tps.	4	8,000	2,798	65	7,565
Dryden, Tn.	9	16,700	1,116	.....	.....
Dumfries, N., Tp. ....	.....	.....	1,328	99	.....
Dumfries, S., Tp. ....	.....	.....	7,500	18	.....
Dummer, Tp.	1	500	1,441	.....	.....
Dungannon, Tp.	1	800	895	.....	8,000
Dundalk, V.	22	36,235	1,900	117	163,891
Dundas, Tn.	6	6,000	100	.....	.....
Dunn, Tp.	25	40,500	2,951	172	64,103
Dunnville, Tn. ....	.....	.....	.....	.....	.....
Dunwich, Tp.	4	6,000	.....	.....	.....
Durham, Tn.	2	3,500	525	.....	.....
Dutton, V. ....	.....	.....	5,926	.....	.....
Dymond, Tp.	10	8,000	7,300	.....	500
Dysart, etc., Tps.	2	3,000	2,100	.....	25,000
Easthope, N., Tp. ....	.....	.....	2,411	.....	.....
Easthope, S., Tp.	1	1,500	2,000	.....	.....
Eastnor, Tp.	35	30,000	3,157	.....	.....
Eastview, Tn.	25	25,000	7,995	36	.....
Edwardsburg, Tp.	3	5,000	7,232	.....	.....
Egansville, V.	4	4,000	5,600	.....	.....
Egremont, Tp.	6	9,000	5,855	.....	.....
Ekfrid, Tp.	3	3,500	4,155	200	.....
Elderslie, Tp.	10	11,000	4,578	.....	.....
Eldon, Tp.	6	3,000	7,788	313	.....
Elizabethtown, Tp.	17	14,650	6,249	176	.....
Ellice, Tp.	11	17,000	5,400	800	.....
Elma, Tp.	18	87,000	3,056	.....	52,000
Elmira, V.	2	1,000	1,985	42	.....
Elmsley, N., Tp. ....	.....	.....	3,681	.....	.....
Elmsley, S., Tp.	3	5,000	700	.....	11,000
Elora, V. ....	.....	.....	1,533	.....	.....
Elzevir and Grimsthorpe, Tps.	1	3,000	2,500	.....	6,000
Embro, V.	7	9,000	3,066	.....	.....
Emily, Tp.	7	11,000	6,950	.....	9,000
Emo, Tp.	6	2,000	.....	.....	40,000
Englehart, Tn.	7	8,000	20,000	.....	.....
Enniskillen, Tp.	20	6,000	1,000	.....	.....
Ennismore, Tp.	15	13,000	1,290	205	6,000
Eramosa, Tp.	3	8,000	1,200	40	.....
Erin, V. ....	.....	.....	2,800	198	.....
Erin, Tp. ....	.....	.....	4,944	.....	.....
Ernesttown, Tp.	7	9,800	4,477	66	.....
Escott, Front of, Tp.	10	12,000	.....	.....	.....
Esquesing, Tp.	10	1,500	4,000	300	.....
Essa, Tp.	25	50,000	22,000	.....	60,000
Essex, Tn.	50	100,000	24,720	357	.....
Etobicoke, Tp.	4	700	2,150	.....	.....
Euphemia, Tp.	10	8,000	2,830	.....	4,000
Euphrasia, Tp.	4	3,000	1,991	.....	.....
Evanturel, Tp.	9	20,000	709	.....	43,000
Exeter, V. ....	.....	.....	680	.....	.....
Faraday, Tp.	2	1,000	7,392	.....	.....
Fenelon, Tp. ....	.....	.....	.....	.....	.....

MUNICIPAL STATISTICS.—Continued.

Cities, Towns, Villages and Townships.	No. of new buildings erected during 1914.	Aggregate cost new buildings.	Spent on permanent improvements.	Spent on sanitation, including sewers.	Public utilities.
		\$	\$	\$	\$
Fenelon Falls, V.	5	10,700	4,000	.....	68,250
Fergus, V.	20	50,000	3,046	.....	56,000
Ferris, Tp.	9	7,500	150	100	.....
Finch, V.	2	7,000	152	.....	.....
Finch, Tp.	20	10,000	4,012	304	.....
Fitzroy, Tp. ....	.....	.....	30,000	.....	30,000
Flamboro, E., Tp.	10	21,100	8,000	200	.....
Flamboro, W., Tp.	5	8,000	3,500	.....	.....
Flesherton, V. ....	.....	.....	350	19	.....
Flos, Tp.	3	7,000	500	.....	28,500
Foley, Tp.	2	1,500	1,000	12	.....
Ford City, V.	11	25,000	22,465	.....	.....
Forest, Tn.	3	9,000	500	3,000	35,126
Fort Erie, V.	6	13,500	4,639	.....	64,000
Fort Frances, Tn.	30	70,000	3,700	5,160	114,766
Fort William, C.	316	1,525,965	365,030	251,573	2,722,196
Fredericksburg, N., Tp.	5	4,000	1,311	.....	.....
Fredericksburg, S., Tp.	10	4,200	540	.....	.....
Frood Mine, Tn. ....	.....	.....	172	100	.....
Fullarton, Tp.	4	6,000	8,001	.....	.....
Gainsborough, Tp.	7	13,000	3,500	75	.....
Galt, Tn.	122	229,865	21,000	78,178	496,816
Galway & Cavendish, Tps.	5	1,900	200	.....	.....
Gananoque, Tn.	5	2,675	11,178	.....	177,739
Garafraxa, E., Tp.	4	5,700	39	.....	.....
Garafraxa, W., Tp.	3	2,500	2,600	.....	.....
Garden Island, V. ....	.....	.....	378	.....	.....
Georgetown, V.	10	25,000	7,000	100	67,000
Georgina, Tp.	5	10,000	2,150	.....	.....
Glamorgan, Tp.	4	1,800	550	.....	.....
Glanford, Tp.	15	20,000	1,863	.....	.....
Glencoe, V.	14	15,200	482	271	20,000
Glenelg, Tp.	4	3,000	6,345	175	.....
Gloucester, Tp.	50	100,000	11,000	500	5,000
Goderich, Tn.	15	26,500	1,110	6,927	162,076
Goderich, Tp.	6	11,500	700	.....	12,100
Gordon, Tp.	10	5,000	2,600	.....	.....
Gore Bay, Tn.	4	6,000	1,700	.....	4,500
Gosfield, N., Tp.	12	17,600	1,550	133	19,500
Gosfield, S., Tp.	11	10,150	6,927	.....	.....
Goulburn, Tp.	3	1,600	3,953	68	.....
Gower, N., Tp.	2	1,200	3,365	.....	.....
Gower, S., Tp. ....	.....	.....	1,089	.....	.....
Grand Valley, V.	2	4,000	341	15	.....
Grantham, Tp.	20	150,000	6,957	22	.....
Grattan, Tp.	2	1,500	300	50	500
Gravenhurst, Tn. ....	.....	.....	1,000	.....	130,000
Greenock, Tp.	1	2,000	6,000	400	.....
Grey, Tp.	3	10,000	2,769	11,013	.....
Griffith & Matawatchan, Tps.	5	2,000	5,000	.....	.....
Grimsby, V.	19	27,800	.....	.....	57,456
Grimsby, N., Tp.	8	7,500	6,086	140	.....
Grimsby, S., Tp.	11	11,500	2,916	.....	.....
Guelph, C.	135	425,000	33,880	30,673	1,191,603
Guelph, Tp.	20	404,000	4,100	.....	.....
Gwillimbury, E., Tp.	8	15,750	8,200	.....	.....
Gwillimbury, N., Tp.	7	10,000	.....	100	.....

MUNICIPAL STATISTICS.—Continued.

Cities, Towns, Villages and Townships.	No. of new buildings erected during 1914.	Aggregate cost new buildings.	Spent on permanent improvements.	Spent on sanitation, including sewers.	Public utilities.
		\$	\$	\$	\$
Gwillimbury, W., Tp. ....	.....	.....	2,000	46	.....
Hagar, Tp.	2	1,600	287	44	.....
Hagarty & Richards, Tps.	5	2,500	1,000	.....	.....
Hagerman, Tp.	3	2,000	286	10	.....
Hagersville, V.	14	68,600	500	.....	10,000
Haileybury, Tn.	8	15,000	10,215	3,729	139,669
Haldimand, Tp.	15	20,000	9,396	.....	.....
Hallam, Tp.	3	1,500	300	.....	.....
Hallowell, Tp.	9	6,900	1,804	.....	.....
Hamilton, C.	688	3,703,865	661,499	125,458	4,776,157
Hamilton, Tp.	4	3,800	4,103	122	.....
Hanmer, Tp.	4	2,500	1,500	.....	.....
Hanover, Tn.	25	30,000	12,931	90	35,350
Harley, Tp.	7	4,800	3,150	10	.....
Harris, Tp.	3	3,500	2,643	.....	.....
Harriston, Tn.	2	4,000	170	40	46,000
Harvey, Tp.	8	25,000	1,000	.....	3,000
Harwich, Tp.	10	94,900	16,700	232	.....
Hastings, V.	1	1,500	.....	.....	.....
Havelock, V.	3	4,500	677	100	.....
Hawkesbury, Tn.	6	50,000	3,500	2,000	135,000
Hawkesbury, E., Tp.	20	25,000	2,500	300	.....
Hawkesbury, W., Tp.	10	10,000	1,882	96	.....
Hay, Tp.	2	2,000	2,000	.....	21,000
Head, Maria & Clara, Tps. ....	.....	.....	100	.....	.....
Hensall, V.	6	15,000	600	50	.....
Hepworth, V.	4	10,000	336	.....	.....
Hespeler, Tn.	20	64,700	1,990	.....	30,180
Hibbert, Tp.	3	20,000	2,828	216	.....
Hilliard, Tp.	10	3,000	7,627	.....	.....
Hillier, Tp.	5	6,000	150	.....	.....
Hilton, Tp.	5	2,000	1,700	6	.....
Himsworth N., Tp. ....	.....	.....	1,281	.....	.....
Himsworth S., Tp.	6	2,200	.....	.....	.....
Hinchinbrooke, Tp.	25	27,000	2,969	.....	.....
Holland, Tp. ....	.....	.....	.....	.....	.....
Holland Landing, V.	1	500	300	.....	.....
Hope, Tp.	3	5,500	2,600	177	.....
Horton, Tp.	6	3,700	1,885	.....	.....
Houghton, Tp.	4	8,000	1,744	.....	.....
Howard, Tp. ....	.....	.....	5,000	.....	.....
Howe Island, Tp.	2	2,000	650	.....	.....
Howick, Tp. ....	.....	.....	6,645	248	.....
Howland, Tp.	5	5,000	1,156	44	.....
Hudson, Tp.	7	4,500	1,850	.....	.....
Hullett, Tp.	1	1,000	8,695	.....	.....
Humberstone, V.	26	42,000	5,000	.....	.....
Humberstone, Tp.	8	10,000	2,447	35	.....
Humphrey, Tp. ....	.....	.....	.....	.....	.....
Hungerford, Tp. ....	.....	.....	.....	.....	.....
Huntingdon, Tp.	4	3,000	.....	.....	.....
Huntley, Tp.	3	5,000	3,000	.....	.....
Huntsville, Tn.	3	4,000	2,622	.....	63,766
Huron, Tp.	4	9,200	9,241	464	40,000
Ignace, Tp.	2	1,500	230	84	.....
Ingersoll, Tn.	25	60,000	1,000	.....	205,000

MUNICIPAL STATISTICS.—Continued.

Cities, Towns, Villages and Townships.	No. of new buildings erected during 1914.	Aggregate cost new buildings.	Spent on permanent improvements.	Spent on sanitation, including sewers.	Public utilities.
		\$	\$	\$	\$
Innisfil, Tp.	14	14,800	.....	.....	.....
Iroquois, V. ....	.....	.....	1,000	29	40,000
Jaffray & Melick, Tps. ....	.....	.....	1,857	.....	.....
James, Tp. ....	.....	.....	460	4	.....
Jarvis, V.	3	3,000	21,200	.....	.....
Jocelyn, Tp.	2	500	1,000	.....	.....
Johnston, Tp.	3	2,100	300	.....	3,500
Joly, Tp.	1	300	264	.....	.....
Kaladar, Anglesea & Effingham, Tps. ....	.....	.....	112	.....	.....
Kearney, Tn.	1	300	600	50	.....
Keewatin, Tn.	6	4,000	2,540	.....	.....
Kemptville, V. ....	.....	.....	5,300	.....	.....
Kennebec, Tp. ....	.....	.....	2,000	.....	.....
Kenora, Tn.	5	35,000	25,000	3,500	900,000
Kenyon, Tp. ....	.....	.....	.....	.....	.....
Keppel, Tp.	2	2,500	5,500	.....	.....
Kerns, Tp. ....	.....	.....	3,000	.....	.....
Killaloe Station, V.	3	3,000	103	28	.....
Kincardine, Tn.	1	3,000	1,621	.....	72,791
Kincardine, Tp.	3	5,000	7,058	.....	114,000
King, Tp.	19	19,000	12,000	235	9,000
Kingston, C.	95	224,650	76,441	9,803	963,672
Kingston, Tp. ....	.....	.....	3,500	63	.....
Kingsville, Tn.	30	50,000	2,650	.....	33,000
Kinloss, Tp. ....	.....	.....	2,137	43	.....
Kitley, Tp.	6	6,000	2,886	.....	.....
Korah & Parke, Tps.	14	8,000	6,500	.....	.....
Laird, Tp.	6	8,000	1,237	50	5,000
Lakefield, V. ....	.....	.....	1,739	65	.....
Lanark, V.	2	2,500	1,106	.....	.....
Lanark, Tp.	3	1,100	645	49	.....
Lancaster, V.	7	12,500	1,100	.....	.....
Lancaster, Tp.	5	8,000	5,334	.....	.....
Latchford, Tn. ....	.....	.....	366	.....	.....
Lavallee, Tp.	4	2,500	7,173	64	8,500
Lavant, Tp. ....	.....	.....	628	.....	.....
Laxton, Digby & Longford, Tps.	8	10,000	1,500	.....	.....
Leamington, Tn.	45	100,000	14,650	21,690	58,000
Leaside, Tn. ....	.....	.....	35,929	21,000	31,000
Leeds & Lansdowne Front, Tps.	7	14,000	22,258	439	.....
Leeds & Lansdowne Rear, Tps.	8	7,000	7,790	135	.....
Limerick, Tp. ....	.....	.....	1,594	41	.....
Lindsay, Tn.	42	75,000	13,500	8,100	145,000
Lindsay, Tp.	2	1,000	2,500	.....	.....
Listowel, Tn.	2	7,600	3,500	.....	60,000
Little Current, Tn.	12	14,000	4,000	51	20,000
Lobo, Tp. ....	.....	.....	8,176	120	.....
Lochiel, Tp. ....	.....	.....	1,000	.....	.....
Logan, Tp.	6	6,835	3,817	.....	.....
London, C.	781	1,605,490	199,124	252,744	2,562,000
London, Tp.	50	75,000	23,432	960	.....
Longueuil, Tp. ....	.....	.....	164	.....	.....
L'Orignal, V. ....	.....	.....	3,200	.....	.....
Loughborough, Tp.	4	15,000	3,040	.....	.....
Louth, Tp.	20	9,880	3,952	105	.....

MUNICIPAL STATISTICS.—Continued.

Cities, Towns, Villages and Townships.	No. of new buildings erected during 1914.	Aggregate cost new buildings.	Spent on permanent improvements.	Spent on sanitation, including sewers.	Public utilities.
		\$	\$	\$	\$
Lucan, V.					7,500
Lucknow, V.					10,000
Luther, E., Tp.	1	2,500	3,026	95	
Luther, W., Tp.	5	5,000	2,250	36	
Lutterworth, Tp.	2	1,000	500		
McDougall, Tp.	4	2,000	1,000		
McGillivray, Tp.	6	10,000	8,000		
McIrvine, Tp.	6	2,125	6,086		6,973
McKellar, Tp.	5	2,750	395	2	
McKillop, Tp.	1	2,000	2,487	166	
McKim, Tp.	5	4,000	1,081	172	
McLean and Ridout, Tps.	4	3,000	1,070		
McMurrich, Tp.			9,000		
McNab, Tp.	2	1,500	1,000		
Macaulay, Tp.	1	350			
Macdonald, Meredith, etc., Tps.	9	3,500	2,200	75	3,000
Machar, Tp.	4	2,900	2,482	57	
Machin, Tp.	15	15,105	500		5,000
Madoc, V.			500		
Madoc, Tp.	16	14,500	6,000		
Maldstone, Tp.	35	15,000	7,111	241	14,448
Malahide, Tp.	10	16,000	19,000	100	
Malden, Tp.	6	6,000	1,970		
Manvers, Tp.	7	6,500	2,956	164	
Mara, Tp.	3	1,000	10,000		
March, Tp.	3	3,000	2,000		
Mariposa, Tp.	12	19,000	6,000	208	
Markdale, V.	5	15,000	2,500	100	30,000
Markham, V.	2	6,000	350		10,000
Markham, Tp.	10	14,500	11,550	172	
Marlborough, Tp.	2	3,000	378	100	
Marmora, V.	6	15,500	225		6,000
Marmora and Lake, Tps.	1	1,000	1,425		
Martland, Tp.	6	2,100	1,000		
Maryborough, Tp.	3	1,000	6,473	100	
Marysburgh N., Tp.	3	2,700	4,500	50	
Marysburgh S., Tp.	20	10,000	2,000		
Massey, Tn.	3	2,000	396		24,121
Matchedash, Tp.	2	2,400	500		
Matheson, Tn.			659	53	
Matilda, Tp.	5	15,000	12,314		
Mattawa, Tn.	2	3,000	1,027	150	
Mattawan, Tp.	3	300			
Maxville, V.	2	13,000	900		
Mayo, Tp.			1,200		
Meaford, Tn.					
Medonte, Tp.	9	25,000	3,000		20,000
Medora and Wood, Tps.	18	11,500	4,630	326	
Melancthon, Tp.	12	15,000	9,000	40	
Merrickville, V.	4	4,000	400		
Merritton, V.	8	14,200	5,986	2,120	96,370
Mersea, Tp.	11	13,000	4,500		
Metcalfe, Tp.	8	12,000	1,500		
Middleton, Tp.					
Midland, Tn.	19	38,000	10,000		164,500
Millbrook, V.	1	3,000	500		
Milton West, Tn.	11	35,000	2,500	250	58,000
Milverton, V.	4	8,000	3,000		

MUNICIPAL STATISTICS.—Continued.

Cities, Towns, Villages and Townships.	No. of new buildings erected during 1914.	Aggregate cost new buildings.	Spent on permanent improvements.	Spent on sanitation, including sewers.	Public utilities.
		\$	\$	\$	\$
Mimico, V.	37	75,400	6,771	1,335	20,761
Minden, Tp.	1	1,000	450	25	.....
Minto, Tp.	5	4,800	3,860	.....	.....
Mitchell, Tn.	8	13,500	9,093	2,500	41,500
Monaghan N., Tp.	8	10,000	1,700	.....	.....
Monaghan, S., Tp.	1	900	753	.....	.....
Monck, Tp. ....	.....	.....	3,836	50	.....
Monmouth, Tp. ....	.....	.....	111	.....	.....
Mono, Tp.	6	4,300	3,078	65	.....
Montague, Tp.	5	4,000	2,000	.....	.....
Monteagle and Herschel, Tps. .	25	1,750	2,270	.....	.....
Moore, Tp.	6	5,000	10,000	.....	45,000
Morley, Tp.	10	6,000	4,500	100	.....
Mornington, Tp. ....	.....	.....	7,108	.....	.....
Morris, Tp.	1	1,200	3,570	126	31,558
Morrisburg, V. ....	.....	.....	.....	.....	65,000
Morrison, Tp.	8	2,500	1,244	17	.....
Mosa, Tp.	8	10,000	4,068	20	.....
Moulton, Tp.	15	4,000	1,590	.....	.....
Mount Forest, Tn. ....	.....	.....	1,500	150	50,000
Mountain, Tp.	3	7,000	3,930	.....	.....
Mulmur, Tp. ....	.....	.....	3,800	.....	.....
Murray, Tp. ....	.....	.....	4,760	360	.....
Muskoka, Tp.	2	250	1,625	35	.....
Nairn and Lorne, Tps. ....	.....	.....	348	.....	.....
Napanee, Tn.	5	12,000	12,000	3,000	.....
Nassagaweya, Tp.	3	5,000	4,000	.....	.....
Neebing, Tp.	35	10,000	13,357	.....	.....
Neelon and Garson, Tps.	20	13,000	4,257	72	.....
Nelson, Tp.	6	8,000	10,500	400	.....
Nepean, Tp.	200	200,000	7,274	1,566	.....
Neustadt, V.	1	2,000	690	.....	.....
Newboro, V.	3	1,500	375	.....	.....
Newburgh, V.	1	1,200	1,200	.....	.....
Newbury, V. ....	.....	.....	.....	.....	4,000
Newcastle, V.	2	5,000	1,000	100	.....
New Hamburg, V.	7	14,000	8,000	.....	25,000
New Liskeard, Tn.	5	9,000	4,400	.....	90,000
Newmarket, Tn.	26	53,000	4,000	200	42,000
New Toronto, V.	40	30,000	4,067	1,596	67,763
Niagara, Tn.	7	7,600	15,621	1,470	60,000
Niagara, Tp.	6	11,000	5,000	.....	.....
Niagara Falls, C.	150	450,000	34,000	6,800	399,700
Nichol, Tp.	11	11,300	.....	.....	.....
Nepigon, Tp.	1	800	69	1,387	12,000
Nipissing, Tp.	10	10,000	1,260	.....	.....
Nissouri E., Tp.	4	2,000	849	256	.....
Nissouri W., Tp.	17	15,000	7,275	.....	.....
Normanby, Tp. ....	.....	.....	.....	.....	.....
North Bay, Tn.	136	333,625	24,535	17,151	363,758
Norwich, V.	8	14,000	200	1,700	39,772
Norwich N., Tp.	6	7,000	5,462	166	.....
Norwich S., Tp.	12	31,500	7,900	.....	.....
Norwood, V. ....	.....	.....	600	.....	.....
Nottawasaga, Tp.	4	3,000	1,114	101	.....
Oakland, Tp.	5	6,000	2,681	.....	.....

MUNICIPAL STATISTICS.—Continued.

Cities, Towns, Villages and Townships.	No. of new buildings erected during 1914.	Aggregate cost new buildings.	Spent on permanent improvements.	Spent on sanitation, including sewers.	Public utilities.
		\$	\$	\$	\$
Oakley, Tp.	2	400	364	.....	.....
Oakville, Tn.	40	80,000	3,843	12,895	90,000
O'Connor, Tp. ....	.....	.....	991	157	.....
Oil Springs, V. ....	.....	.....	747	71	.....
Ojibway, Tn. ....	.....	.....	.....	.....	.....
Olden, Tp.	4	8,500	1,900	50	.....
Oliver, Tp.	17	5,750	6,238	215	10,000
Omeme, V. ....	.....	.....	369	.....	.....
Oneida, Tp.	3	4,000	2,873	43	.....
Onondaga, Tp.	4	3,300	5,865	10	.....
Ops, Tp.	6	9,000	6,117	93	.....
Orangeville, Tn.	4	101,000	1,396	135	55,539
Orford, Tp.	4	11,000	4,392	161	.....
Orillia, Tn.	75	100,000	20,484	9,597	555,828
Orillia, Tp.	8	7,000	7,231	94	.....
Oro, Tp.	15	25,000	2,373	.....	.....
Oshawa, Tn.	100	100,000	15,482	3,000	179,531
Osgoode, Tp. ....	.....	.....	6,467	265	.....
Osnabruck, Tp.	23	12,000	5,500	672	.....
Oso, Tp.	10	4,500	1,000	.....	.....
Osprey, Tp.	9	10,000	2,519	167	9,300
Otonabee, Tp. ....	.....	.....	4,271	26	.....
Ottawa, C.	469	4,397,920	818,400	236,000	4,075,657
Owen Sound, Tn.	81	68,655	17,758	7,651	568,280
Oxford on Rideau, Tp.	1	3,000	1,193	.....	.....
Oxford E., Tp.	4	10,000	6,818	73	.....
Oxford N., Tp.	6	10,000	2,000	.....	.....
Oxford W., Tp.	2	50,000	5,369	113	5,000
Paipoonge, Tp.	8	6,400	10,508	108	.....
Paisley, V.	3	3,150	335	315	18,000
Pakenham, Tp.	3	3,000	1,464	50	.....
Palmerston, Tn. ....	.....	.....	.....	.....	65,000
Palmerston & N. & S. Canonto, Tps. ....	.....	.....	1,211	.....	.....
Papineau, Tp.	1	500	.....	.....	.....
Paris, Tn.	19	35,000	5,500	200	171,000
Parkhill, Tn.	5	12,500	4,000	240	30,000
Parry Sound, Tn.	23	50,000	25,000	.....	150,000
Peel, Tp.	6	2,800	1,837	174	.....
Pelee, Tp.	10	4,500	2,000	60	6,700
Pelham, Tp. ....	.....	.....	9,175	64	.....
Pembroke, Tn.	35	147,000	13,500	4,000	200,000
Pembroke, Tp.	2	400	126	.....	.....
Penetanguishene, Tn.	15	12,000	500	500	112,178
Percy, Tp.	5	6,000	4,368	119	.....
Perry, Tp.	3	2,000	846	25	.....
Perth, Tn. ....	.....	.....	22,000	35	14,000
Peterborough, C.	304	452,340	122,360	47,417	727,451
Petewawa, Tp.	5	3,800	1,098	.....	.....
Petrolea, Tn.	8	18,385	.....	8,915	190,431
Pickering, Tp.	27	55,000	12,073	137	.....
Picton, Tn. ....	.....	.....	28,363	214	60,000
Pilkington, Tp.	6	8,000	1,741	.....	.....
Pittsburgh, Tp.	8	1,500	5,952	38	.....
Plantagenet N., Tp.	24	18,000	7,200	180	.....
Plantagenet S., Tp.	15	20,000	3,250	.....	.....
Plummer, Additional, Tp.	6	5,900	1,321	.....	.....

MUNICIPAL STATISTICS.—Continued.

Cities, Towns, Villages and Townships.	No. of new buildings erected during 1914.	Aggregate cost new buildings.	Spent on permanent improvements.	Spent on sanitation, including sewers.	Public utilities.
		\$	\$	\$	\$
Plympton, Tp.	3	4,000	11,613	.....	.....
Point Edward, V.	2	4,000	.....	.....	.....
Port Arthur, C.	700	1,234,239	119,579	53,724	3,203,673
Port Carling, V.	4	4,850	1,177	91	.....
Port Colborne, V.	18	45,000	24,124	.....	49,515
Port Credit, V.	10	40,000	2,500	.....	12,000
Port Dalhousie, V.	7	7,000	562	56	10,600
Port Dover, V.	27	80,000	3,070	171	.....
Port Elgin, V.	2	6,000	400	.....	42,000
Port Hope, Tn.	4	15,000	6,962	165	120,000
Port Perry, V.	3	4,000	2,084	.....	22,000
Port Rowan, V.	8	13,700	.....	.....	.....
Port Stanley, V.	6	3,000	1,847	152	51,213
Portland, Tp.	8	9,300	5,729	66	.....
Portsmouth, V.	2	4,000	1,000	100	.....
Powassan, Tn.	8	18,500	1,300	200	.....
Prescott, Tn.	4	9,000	4,200	200	95,000
Preston, Tn.	50	200,000	75,000	5,000	238,900
Prince, Tp.	3	175	.....	.....	600
Proton, Tp. ....	.....	.....	5,971	.....	.....
Puslinch, Tp.	7	10,000	4,476	.....	.....
Radeliffe, Tp. ....	.....	.....	.....	.....	.....
Raglan, Tp.	1	400	33	.....	.....
Rainham, Tp.	8	10,000	1,045	.....	.....
Rainy River, Tn.	8	10,000	.....	.....	35,000
Raleigh, Tp.	20	8,000	3,000	250	.....
Rama, Tp.	12	12,900	1,000	.....	.....
Ramsay, Tp.	4	5,000	3,796	181	.....
Ratter & Dunnett, Tps. ....	.....	.....	.....	.....	.....
Rawdon, Tp.	6	12,000	.....	.....	.....
Rayside, Tp.	5	1,200	600	25	.....
Reach, Tp.	21	13,600	1,800	44	.....
Renfrew, Tn.	30	50,000	25,000	3,000	363,625
Richmond, Tp.	3	4,600	500	25	.....
Richmond West, V.	6	1,100	2,191	11	5,765
Richmond Hill, V.	24	40,000	700	.....	10,000
Ridgetown, Tn.	4	17,000	1,500	2,000	50,500
Rochester, Tp.	14	16,000	3,940	276	25,542
Rockland, Tn.	15	4,800	3,277	245	.....
Rodney, V.	4	4,000	1,500	.....	.....
Rolph, Buchanan & Wylie, Tps.	1	100	540	.....	.....
Romney, Tp.	5	8,000	2,000	.....	.....
Ross, Tp. ....	.....	.....	3,000	.....	.....
Roxborough, Tp.	15	55,000	4,155	228	.....
Russell, Tp.	22	24,200	16,917	350	.....
Ryde, Tp.	6	4,000	300	30	.....
Ryerson, Tp.	3	3,500	.....	.....	.....
St. Catharines, C.	711	760,303	291,600	51,600	736,000
St. Edmunds, Tp.	1	1,500	1,247	75	.....
St. Joseph, Tp.	11	3,800	2,968	52	.....
St. Mary's, Tn.	20	56,000	3,385	50,000	130,000
St. Thomas, C.	159	381,000	70,000	5,000	875,000
St. Vincent, Tp. ....	.....	.....	.....	.....	.....
Salter, May and Harrow, Tps.	4	4,000	300	.....	.....
Saltfleet, Tp.	10	25,000	3,000	200	.....

MUNICIPAL STATISTICS.—Continued.

Cities, Towns, Villages and Townships.	No. of new buildings erected during 1914.	Aggregate cost new buildings.	Spent on permanent improvements.	Spent on sanitation, including sewers.	Public utilities.
		\$	\$	\$	\$
Sandfield, Tp.			611		
Sandwich, Tn.	45	181,930	44,052	1,674	
Sandwich, S., Tp.	13	11,450	2,210	113	15,000
Sandwich E., Tp.					
Sandwich W., Tp.	16	20,000	13,100		
Sarawak, Tp.	1	500	244	97	
Sarnia, C.	95	169,850	10,462	20,902	365,000
Sarnia, Tp.	8	10,000	10,848	21,616	
Saugeen, Tp.	25	10,000	4,000	85	
Sault Ste. Marie, C.	93	240,000	39,777	60,115	465,000
Scarborough, Tp.	50	150,000	50,000		
Schreiber, Tp.	7	28,000	209	2,980	
Scott, Tp.	7	4,500	2,849	158	
Scugog, Tp.	3	3,500	435		
Seaforth, Tn.				900	39,500
Sebastopol, Tp.	4	400	300		
Seneca, Tp.	6	7,000	2,291	63	
Seymour, Tp.			4,396		
Shallow Lake, V.			685		
Sheffield, Tp.	3	1,200	684		
Shelburne, V.			1,000	70	19,900
Sherborne, etc., Tps.	2	510	692		
Sherbrooke, Tp.	2	4,500	31	39	
Sherbrooke S., Tp.	4	13,000	200		
Sherwood, Jones, etc., Tps.	5	27,900			
Shuniah, Tp.	10	10,000	12,000		
Sidney, Tp.	25	100,000	4,330	807	
Simcoe, Tn.	36	72,000		60,000	128,843
Sioux-Lookout, Tn.	10	10,000	223	36	
Smith, Tp.	17	20,000	3,500	114	
Smith's Falls, Tn.	35	141,050	9,000	10,917	200,000
Snowdon, Tp.	1	800	1,330	20	
Sombra, Tp.	20	30,000	4,679	376	
Somerville, Tp.			1,500		
Sophiasburg, Tp.	4	2,000	1,325		
Southampton, Tn.	4	3,500	1,333	115	43,933
South River, V.	2	3,000	392	74	
Southwold, Tp.	5	7,500	6,000	500	
Springer, Tp.			2,000	75	
Springfield, V.	3	5,000	554		
Stafford, Tp.	7	4,300	1,400		
Stamford, Tp.	40	70,000	4,000		50,000
Stanhope, Tp.			400		
Stanley, Tp.			4,640	132	
Stayner, Tn.	1	2,500	700		34,000
Steelton, Tn.	29	56,850	6,132	2,653	114,667
Stephen, Tp.	20	15,000			
Stephenson, Tp.	5	8,000	1,643	132	
Stirling, V.	5	12,000	400		17,292
Stisted, Tp.	1	200	400	25	
Storrington, Tp.	5	4,000	5,000	50	
Stouffville, V.	2	6,000	6,400		33,000
Stratford, C.	318	445,000	74,540	51,710	516,684
Strathroy, Tn.	11	20,000	2,487	511	65,000
Streetsville, V.			3,000	25	41,000
Strong, Tp.	5	5,000	2,000	100	
Sturgeon Falls, Tn.	10	12,000		2,000	
Sturgeon Point, V.	3	5,000	223	152	

MUNICIPAL STATISTICS.—Continued.

Cities, Towns, Villages and Townships.	No. of new buildings erected during 1914.	Aggregate cost new buildings.	Spent on permanent improvements.	Spent on sanitation, including sewers.	Public utilities.
		\$	\$	\$	\$
Sudbury, Tn.	179	452,880	34,996	22,455	289,267
Sullivan, Tp.	7	7,500	3,500	.....	.....
Sundridge, V.	1	500	200	.....	.....
Sunnidale, Tp.	5	5,000	5,000	.....	.....
Sutton, V.	9	8,000	816	110	.....
Sydenham, Tp.	5	4,100	2,000	276	.....
Tara, V.	1	5,000	256	52	.....
Tarbutt and Tarbutt Addl. Tps.	7	6,000	6,000	.....	2,000
Tarentorus, Tp.	12	33,500	4,517	.....	.....
Tavistock, V.	2	4,750	2,000	.....	23,000
Tay, Tp.	28	55,000	9,021	.....	9,500
Tecumseth, Tp.	10	18,000	10,000	.....	.....
Teeswater, V.	1	10,000	400	75	15,000
Tehkummah, Tp.	4	3,400	1,525	.....	.....
Thamesville, V.	2	3,000	200	.....	18,250
Thedford, V. ....	.....	.....	826	.....	.....
Thessalon, Tn. ....	.....	.....	1,242	40	39,404
Thessalon, Tp.	4	3,000	441	37	.....
Thompson, Tp.	5	2,500	299	10	.....
Thorah, Tp.	4	5,000	3,384	56	.....
Thornbury, Tn.	3	7,500	.....	.....	30,000
Thorold, Tn.	44	160,400	23,000	11,000	175,000
Thorold, Tp.	12	21,600	2,500	.....	.....
Thurlow, Tp.	10	10,000	6,000	.....	.....
Tilbury, Tn.	10	30,000	283	487	20,575
Tilbury E., Tp.	40	50,000	8,000	.....	.....
Tilbury N., Tp.	5	5,000	4,800	.....	.....
Tilbury W., Tp.	7	7,000	250	93	34,500
Tillsonburg, Tn.	12	46,000	3,737	631	65,000
Timmins, Tn.	110	55,000	6,446	.....	110,000
Tiny, Tp.	10	8,000	3,500	.....	.....
Tisdale, Tp. ....	.....	.....	.....	.....	.....
Tiverton, V. ....	.....	.....	200	20	500
Torbolton, Tp.	3	2,000	763	30	.....
Toronto, C.	6,600	20,694,288	3,113,825	3,728,999	20,102,697
Toronto, Tp.	10	38,000	.....	.....	.....
Toronto Gore, Tp.	4	8,000	3,000	.....	.....
Tossorontio, Tp.	5	3,000	2,200	90	.....
Tottenham, V. ....	.....	.....	700	.....	19,100
Townsend, Tp.	9	9,000	4,342	.....	.....
Trafalgar, Tp.	20	30,000	16,000	.....	.....
Trenton, Tn. ....	.....	.....	.....	.....	.....
Trout Creek, Tn.	1	600	1,069	.....	.....
Tuckersmith, Tp.	4	10,000	6,336	.....	40,000
Tudor and Cashel, Tps.	1	500	3,100	57	.....
Turnberry, Tp.	1	3,000	5,000	.....	.....
Tweed, V.	4	8,500	1,000	75	.....
Tyendinaga, Tp.	10	7,000	3,143	.....	.....
Usborne, Tp.	6	4,500	2,367	1,576	.....
Uxbridge, Tn.	5	9,000	1,245	.....	21,000
Uxbridge, Tp.	9	8,300	1,600	106	.....
Van Horne, Tp.	5	1,750	400	.....	.....
Vankleek Hill, Tn.	1	2,000	1,178	179	.....
Vaughan, Tp.	80	2,500	12,508	.....	.....
Verulam, Tp. ....	.....	.....	3,149	.....	.....

MUNICIPAL STATISTICS.—Continued.

Cities, Towns, Villages and Townships.	No. of new buildings erected during 1914.	Aggregate cost new buildings.	Spent on permanent improvements.	Spent on sanitation, including sewers.	Public utilities.
		\$	\$	\$	\$
Vespra, Tp.	20	2,300	2,151	150	8,400
Victoria Harbour, V.	5	16,500	1,200	84	.....
Vienna, V.	5	3,000	604	.....	.....
Wainfleet, Tp.	20	20,000	2,000	.....	.....
Walkerton, Tn.	6	10,000	7,600	600	50,000
Walkerville, Tn.	66	338,100	85,682	27,233	.....
Wallace, Tp.	10	15,000	4,500	150	.....
Wallaceburg, Tn.	30	56,175	8,586	75,000	170,000
Walpole, Tp.	11	17,100	7,885	141	.....
Walsingham N., Tp.	8	8,000	2,504	150	.....
Walsingham S., Tp.	15	5,000	.....	.....	.....
Wardsville, V. ....	.....	.....	146	.....	.....
Warwick, Tp.	6	8,900	11,000	132	.....
Waterdown, V.	6	6,000	1,989	50	8,000
Waterford, V.	5	7,500	1,003	.....	7,000
Waterloo, Tn.	65	274,000	95,612	9,132	270,738
Waterloo, Tp.	50	38,000	15,000	.....	22,000
Waters, Tp. ....	.....	.....	380	.....	.....
Watford, V. ....	.....	.....	.....	250	.....
Watt, Tp.	8	6,400	1,468	500	.....
Wawanosh E., Tp.	5	3,800	1,935	.....	.....
Wawanosh W., Tp.	2	1,800	2,077	79	.....
Webbwood, Tn.	2	3,000	2,000	900	.....
Welland, Tn.	265	337,920	55,300	10,600	380,770
Wellesley, Tp.	11	6,000	5,779	481	.....
Wellington, V.	7	11,500	1,200	50	.....
West Lorne, V.	1	7,000	.....	.....	.....
Westmeath, Tp. ....	.....	.....	.....	.....	.....
Westminster, Tp.	60	120,000	8,312	760	.....
Weston, V.	20	40,000	4,500	.....	120,000
Westport, V.	5	9,500	9,000	.....	.....
Wheatley, V.	16	30,000	.....	.....	.....
Whitby, Tn.	35	90,000	.....	125,000	125,000
Whitby, Tp.	10	19,000	3,572	.....	.....
Whitby E., Tp.	25	25,000	6,500	.....	.....
Whitchurch, Tp.	10	12,000	5,000	.....	.....
Whitney, Tp. ....	.....	.....	495	.....	9,000
Warton, Tn.	6	20,000	1,500	.....	54,000
Widdifield, Tp.	14	6,200	1,292	.....	.....
Wilberforce & Algona, Tps. ....	.....	.....	5,192	.....	.....
Williams E., Tp.	2	5,000	1,355	.....	.....
Williams W., Tp.	2	4,400	4,378	.....	.....
Williamsburg, Tp.	2	2,000	4,702	197	.....
Willoughby, Tp. ....	.....	.....	.....	.....	.....
Wilmot, Tp.	20	30,000	6,039	.....	.....
Winchester, V.	2	1,000	1,753	111	10,500
Winchester, Tp.	12	13,500	7,458	135	.....
Windham, Tp.	15	25,000	4,641	2,311	.....
Windsor, C.	330	1,112,578	178,500	98,869	530,000
Wingham, Tn.	4	10,600	1,131	12,046	113,295
Wolfe Island, Tp.	15	15,000	3,353	.....	20,000
Wolford, Tp.	2	2,400	4,877	.....	.....
Wollaston, Tp.	1	500	1,000	.....	.....
Woodbridge, V.	2	4,000	350	.....	85
Woodhouse, Tp.	11	28,000	7,398	183	.....
Woodstock, C.	40	108,000	15,000	3,329	345,000

MUNICIPAL STATISTICS.—*Concluded.*

Cities, Towns, Villages and Townships.	No. of new buildings erected during 1914.	Aggregate cost new buildings.	Spent on permanent improvements.	Spent on sanitation, including sewers.	Public utilities.
Woodville, V.	4	\$ 4,000	\$ 700	\$ 50	\$ 5,000
Woolwich, Tp.	8	29,700	3,200		
Worthington, Tp.			1,607		
Wroxeter, V.					7,600
Wyoming, V.	1	5,000	150		
Yarmouth, Tp.	10	16,000	12,600		
Yonge Front, Tp.	3	4,500	5,390	134	
Yonge and Escott Rear, Tps. ...	4	6,000	5,000		
York, Tp.	875	875,000	59,811	27,725	
Zone, Tp.					
Zorra E., Tp.	1	5,000	15,780	204	
Zorra W., Tp.	11	9,150	9,141	199	

SUMMARY.

Cities.	No. of new buildings erected during 1914.	Aggregate cost new buildings.	Spent on permanent improvements.	Spent on sanitation, including sewers.	Public utilities.
Belleville	60	\$ 90,000	\$ 70,000	\$ 5,300	\$ 394,807
Berlin	264	730,340	170,267	26,188	1,137,639
Brantford	371	435,510	23,000	67,000	889,179
Chatham	141	185,730	23,956	10,522	278,458
Fort William.....	316	1,525,965	365,030	251,573	2,722,196
Guelph	135	425,000	33,880	30,673	1,191,603
Hamilton	688	3,703,865	661,499	125,458	4,776,157
Kingston	95	224,650	76,441	9,803	963,672
London	781	1,605,490	199,124	252,744	2,562,000
Niagara Falls	150	450,000	34,000	6,800	399,700
Ottawa	469	4,397,920	818,400	236,000	4,075,657
Peterborough	304	452,340	122,360	47,417	727,451
Port Arthur.....	700	1,234,239	119,579	53,724	3,203,673
St. Catharines.....	711	760,303	291,600	51,600	736,000
St. Thomas.....	159	381,000	70,000	5,000	875,000
Sarnia.....	95	169,850	10,462	20,902	365,000
Sault Ste. Marie	93	240,000	99,777	60,115	465,000
Stratford.....	318	445,000	74,540	51,710	516,684
Toronto	6,600	20,694,288	3,113,825	3,728,999	20,102,697
Windsor	330	1,112,578	178,500	98,869	530,000
Woodstock	40	108,000	15,000	3,329	345,000
21 Cities.....	12,820	39,372,068	6,571,240	5,143,726	47,257,573
129 Towns	2,768	6,194,639	1,092,618	794,832	13,044,495
147 Villages	764	1,516,850	285,441	29,622	1,929,078
538 Townships.....	4,966	6,233,385	2,117,740	119,677	953,873
835 Grand Totals	21,318	53,316,942	10,067,039	6,087,857	63,185,019

PUBLIC UTILITIES CLASSIFIED.

The following table gives, in a classified form, the public utilities owned and operated by the municipalities, an additional column to contain this information having been appended to the municipal tables for the last seven years. Again there is a satisfactory increase of these operations.

Municipalities.	(1) Water Works.	(2) Electric Lighting.	(3) Gas Works.	(4) Street Railways.	(5) Power Plant.	(6) Telephone System.	(7) Miscellaneous
	\$	\$	\$	\$	\$	\$	\$
Acton, V.		8,500					
Alexandria, Tn.	35,750	47,500					
Alliston, Tn.	27,000						
Almonte, Tn.		38,000					
Amherstburg, Tn.	46,000	5,000					
Arnprior, Tn.	130,300						
Aurora, Tn.	35,000	21,000					
Aylmer, Tn.	10,000	30,000					
Ayr, V.		12,000					
Barrie, Tn.	129,633	103,350					
Bath, V.		200					
Bayfield, V.						1,385	
Beamsville, V.	28,000						
Bedford, Tp.						1,000	
Beeton, V.	16,500	6,000					
Belleville, C.	294,807	100,000					
Berlin, C.	407,559	565,798		164,282			
Blenheim, Tn.		12,000					
Blenheim, Tp.		13,287					
Blyth, V.	12,000	with (2)				34,500	
Bobcaygeon, V.		25,000					
Bothwell, Tn.	4,500	6,000					
Bowmanville, Tp.	165,000						
Bracebridge, Tn.	64,000	124,000			with (2)		
Brampton, Tn.	161,614	78,236					
Brantford, C.	619,179			270,000			
Bridgeburg, V.	54,351						
Brighton, V.	50,000						
Brighton, Tp.						20,000	
Brock, Tp.		6,000					
Brockville, Tn.	265,587	235,364	with (2)				
Brooke, Tp.						35,000	
Brussels, V.						45,000	
Burk's Falls, V.	42,000						
Burlington, V.	60,000						
Caledonia, V.		8,000					
Carleton Place, Tn.	150,000						
Chandos, Tp.						3,000	
Chapleau, Tp.	50,000						
Chatham, C.	238,458	40,000					
Chesley, Tn.	48,000						
Chesterville, V.	5,400						
Chinguacousy, Tp.						30,000	
Chippawa, V.		1,050					

PUBLIC UTILITIES CLASSIFIED.—*Continued.*

Municipalities.	(1) Water Works.	(2) Electric Lighting.	(3) Gas Works.	(4) Street Railways	(5) Power Plant.	(6) Telephone System.	(7) Miscellaneous.
	\$	\$	\$	\$	\$	\$	\$
Clifford, V.			3,500				
Clinton, Tn.	62,000	40,500					
Cobalt, Tn.	101,108						
Cochrane, Tn.	102,000						
Colchester, N., Tp.						12,000	
Coldwater, V.	23,000	7,000					
Collingwood, Tn.	97,354	66,478					
Cornwall, Tn.	165,000						
Creemore, V.	23,000	6,500					
Culross, Tp.						3,360	
Dawn, Tp.						13,500	
Delaware, Tp.		4,000				3,000	
Deseronto, Tn.	48,300		19,000				
Dorchester N., Tp.						4,300	
Dover, Tp.						10,805	
Dresden, Tn.	16,900	15,000					
Dryden, Tn.		7,565					
Dundalk, V.		8,000					
Dundas, Tn.	102,695	61,196					
Dunnville, Tn.	64,103						
Dysart, Etc., Tps.		500					
Easthope, N., Tp.						25,000	
Elmira, V.	35,000	17,000					
Elora, V.		11,000					
Embro, V.		6,000					
Emo, Tp.						9,000	
Englehart, Tn.	40,000						
Eramosa, Tp.		6,000					
Essex, Tn.	60,000						
Euphrasia, Tp.						4,000	
Exeter, V.	43,000						
Fenelon Falls, V.		68,250					
Fergus, V.	40,000	16,000					
Fitzroy, Tp.						30,000	
Flos, Tp.						28,500	
Forest, Tn.		35,126					
Fort Erie, V.	60,000	4,000					
Fort Frances, Tn.	93,219	21,547					
Fort William, C.	1,004,368	346,828		1,112,000		259,000	
Galt, C.	330,816	166,000					
Gananoque, Tn.	177,739						
Georgetown, V.	50,000	17,000					
Glencoe, V.		20,000					
Gloucester, Tp.	5,000						
Goderich, Tn.	87,868	74,208					
Goderich, Tp.						12,100	
Gore Bay, Tn.						4,500	
Gosfield, N., Tp.						19,500	
Grattan, Tp.						500	
Gravenhurst, Tn.	32,000	98,000					
Grimsby, V.	57,456						
Guelph, C.	384,323	424,546	with (2)	382,734			

PUBLIC UTILITIES CLASSIFIED.—*Continued.*

Municipalities.	(1) Water Works.	(2) Electric Lighting.	(3) Gas Works.	(4) Street Railways.	(5) Power Plant.	(6) Telephone System.	(7) Miscellaneous.
	\$	\$	\$	\$	\$	\$	\$
Hagersville, V.		10,000			with (2)		
Haileybury, Tn.	139,669						
Hamilton, C.	3,776,157	1,000,000					
Hanover, Tn.	35,350						
Harriston, Tn.	35,000	11,000					
Harvey, Tp.						3,000	
Hawkesbury, Tn.	135,000						
Hay, Tp.						21,000	
Hespeler, Tn.		30,180					
Huntsville, Tn.	63,766	with (1)					
Huron, Tp.						40,000	
Ingersoll, Tn.	125,000	80,000					
Iroquois, V.	40,000	with (1)					
Johnson, Tp.						3,500	
Kenora, Tn.	331,751	43,159			507,637	17,453	
Kincardine, Tn.	50,316	22,481					
Kincardine, Tp.						114,000	
King, Tp.						9,000	
Kingston, C.	371,685	591,987	with (2)				
Kingsville, Tn.	33,000						
Laird, Tp.						5,000	
Lavallee, Tp.						8,500	
Leamington, Tn.	33,000		25,000				
Leaside, Tn.	31,000						
Lindsay, Tn.	145,000						
Listowel, Tn.	40,000	20,000					
Little Current, Tn.		20,000					
London, C.	1,908,000	654,000					
Lucan, V.		7,500					
Lucknow, V.	10,000						
McIrvine, Tp.	5,973	1,000					
MacDonald, etc., Tps.						3,000	
Madoc, V.		5,000					
Maidstone, Tp.						14,448	
Markdale, V.	30,000						
Markham, V.	10,000	with (1)					
Marmora, V.		6,000					
Massey, Tn.	24,121						
Medonte, Tp.						20,000	
Merritton, V.	86,580	9,790					
Midland, Tn.	104,500	60,000					
Milton West, Tn.	34,000	24,000					
Mimico, V.		20,761					
Mitchell, Tn.	20,500	21,000					
Moore, Tp.		5,000				40,000	
Morris, Tp.						31,558	
Morrisburg, V.	30,000	35,000					
Mount Forest, Tn.	50,000	with (1)					
Nepigon, Tp.	12,000						
Newbury, V.		4,000					

PUBLIC UTILITIES CLASSIFIED.—*Continued.*

Municipalities.	(1) Water Works.	(2) Electric Lighting.	(3) Gas Works.	(4) Street Railways.	(5) Power Plant.	(6) Telephone System.	(7) Miscellaneous.
	\$	\$	\$	\$	\$	\$	\$
New Hamburg, V.		25,000					
New Liskeard, Tn.	90,000						
Newmarket, Tn.	42,000	with (1)					
New Toronto, V.	60,000	7,763					
Niagara, Tn.	36,000	24,000					
Niagara Falls, C.	247,300	152,400					
North Bay, Tn.	223,758	140,000					
Norwich, V.	25,000	14,772					
Oakville, Tn.	72,000	18,000					
Oliver, Tp.						10,000	
Orangeville, Tn.	55,539						
Oshawa, Tn.	179,531						
Orillia, Tn.	131,289	424,539					
Osprey, Tp.						9,300	
Ottawa, C.	3,362,300	713,357					
Owen Sound, Tn.	289,506	169,750	109,024				
Oxford W., Tp.		5,000					
Paisley, V.	18,000						
Palmerston, Tn.	50,000	15,000					
Paris, Tn.	92,000	79,000					
Parkhill, Tn.	30,000						
Parry Sound, Tn.	65,000	85,000			with (2)		
Pelee, Tp.						6,700	
Pembroke, Tn.	200,000						
Penetanguishene, Tn.	69,742	42,436			with (2)		
Perth, Tn.		14,000					
Peterborough, C.	607,451	120,000			with (2)		
Petrolia, Tn.	190,431						
Picton, Tn.	60,000	with (1)					
Port Arthur, C.	1,274,826	658,792		892,677		377,378	
Port Colborne, V.	49,515						
Port Credit, V.		12,000					
Port Dalhousie, V.		10,600					
Port Elgin, V.	42,000						
Port Hope, Tn.	120,000						
Port Perry, V.	22,000	with (1)					
Port Stanley, V.	33,103	18,110					
Prescott, Tn.	75,000	20,000					
Preston, Tn.	141,300	97,600			with (2)		
Prince, Tp.						600	
Rainy River, Tn.	33,000						
Renfrew, Tn.	165,424				198,201		
Richmond W., V.			5,765				
Richmond Hill, V.		10,000					
Ridgetown, Tn.	40,000	10,500					
Rochester, Tp.						25,542	
St. Catharines, C.	520,000	116,000	100,000				
St. Mary's, Tn.	70,000	60,000					
St. Thomas, C.	500,000	100,000	200,000	75,000			
Sandwich S., Tp.						15,000	
Sarnia, C.	365,000						
Sault Ste. Marie, C.	340,000	125,000					
Seaforth, Tn.	14,500	25,000					
Shelburne, V.	19,900						

PUBLIC UTILITIES CLASSIFIED.—Continued.

Municipalities.	(1) Water Works.	(2) Electric Lighting.	(3) Gas Works.	(4) Street Railways.	(5) Power Plant.	(6) Telephone System.	(7) Miscellaneous.
	\$	\$	\$	\$	\$	\$	\$
Simcoe, Tn.	94,494	34,349					
Smith's Falls, Tn.	200,000						
Southampton, Tn.	43,933						
Stamford, Tp.	50,000						
Stayner, Tn.	25,000	9,000					
Steelton, Tn.	84,667	30,000					
Stirling, V.		12,292					5,000
Stouffville, V.	28,000	5,000					
Stratford, C.	312,642	204,042			with (2)		
Strathroy, Tn.	65,000	with (1)					
Streetsville, V.	7,000	34,000					
Sudbury, Tn.	214,267	75,000					
Tarbutt, etc., Tps.						2,000	
Tavistock, V.	23,000						
Tay, Tp.						9,500	
Teeswater, V.	15,000						
Thamesville, V.	12,000	6,250					
Thessalon, Tn.	39,404	with (1)					
Thornbury, Tn.	30,000	with (1)					
Thorold, Tn.	100,000	75,000					
Tilbury, Tn.	20,575						
Tilbury W., Tp.		4,500				30,000	
Tillsonburg, Tn.	35,000	30,000					
Timmins, Tn.	110,000						
Tiverton, V.						500	
Toronto, C.	13,061,959	6,000,000		1,040,738			
Tottenham, V.	14,000	5,100					
Tuckersmith, Tp.						40,000	
Uxbridge, Tn.	21,000						
Vespra, Tp.						8,400	
Walkerton, Tn.	50,000						
Wallaceburg, Tn.	125,000	45,000					
Waterdown, V.		8,000					
Waterford, V.		7,000					
Waterloo, Tn.	126,275	90,710	53,755				
Waterloo, Tp.						22,000	
Welland, Tn.	296,880	83,890					
Weston, V.	90,000	30,000					
Whitby, Tn.	125,000	with (1)					
Whitney, Tp.	9,000						
Warton, Tn.	54,000						
Winchester, V.		10,500					
Windsor, C.	500,000	30,000					
Wingham, Tn.	63,000	50,295					
Wolfe Island, Tp.							20,000
Woodbridge, V.							85
Woodstock, C.	225,000	120,000					
Woodville, V.		5,000					
Wroxeter, V.		7,600					
Totals	40,461,688	16,042,534	516,042	3,937,431	705,838	1,496,329	25,085
Grand Total	63,185,019						

FREE EMPLOYMENT BUREAUX.

The Free Employment Bureaux still continue in operation, under the supervision of this Bureau, in the cities of Berlin, Brantford, Hamilton, London, Ottawa, St. Thomas and Walkerville. The Branch in St. Thomas having been opened in the month of May and owing to a change in management the Hamilton Branch was inactive for three months, thus showing a decrease from the previous year. Owing to the great number of unemployed who have enlisted with the Overseas Forces the demand for labour in the later months of the year was shown to be greater than the applicants, thus showing a decrease in the positions filled for 1915 below 1914, through no inactivity of the respective managers of the Bureaux.

Applications for 1915.

Location.	Applications for work.		Help wanted.		Situations filled.	
	Male.	Female.	Male.	Female.	Male.	Female.
Berlin—Agent, F. Ackerknecht, 55 King St. W.						
January	36	.....	24	.....	24	.....
February	40	.....	21	.....	21	.....
March	39	.....	7	.....	7	.....
April	81	.....	25	.....	21	.....
May	30	.....	27	.....	26	.....
June	14	.....	9	.....	8	.....
July	26	.....	14	.....	14	.....
August	38	.....	32	.....	27	.....
September	41	.....	33	.....	21	.....
October	21	.....	70	3	21	.....
November	32	.....	28	14	27	.....
December	16	.....	12	40	6	.....
Totals	414	.....	302	57	223	.....
Brantford—Agent, T. Y. Thomson, 148 Dalhousie St.						
January	109	3	60	11	60	3
February	163	13	67	17	67	10
March	39	1	33	1	33	1
April	31	.....	31	.....	31	.....
May	12	.....	12	.....	12	.....
June	74	.....	74	.....	74	.....
July	64	.....	53	.....	42	.....
August	42	2	88	9	40	2
September	18	.....	118	.....	18	.....
October	19	.....	55	.....	19	.....
November	27	1	51	10	21	1
December	17	.....	70	11	17	.....
Totals	615	20	712	59	434	17
Hamilton—Agent, E. E. Linger, 121 Hughson St. N.						
January	7	.....	2	.....	2	.....
February .....	.....	.....	.....	.....	.....	.....
March .....	.....	.....	.....	.....	.....	.....
April	22	.....	5	.....	2	.....
May .....	.....	.....	.....	.....	.....	.....
June	10	.....	8	.....	2	.....
July	33	.....	27	.....	14	.....
August	21	2	26	.....	11	.....
September	8	2	5	1	4	1
October	12	.....	5	1	4	.....
November	5	3	5	1	3	1
December	11	.....	5	.....	5	.....
Totals	129	7	88	3	47	2

Applications for 1915.—Concluded.

Location	Applications for work.		Help wanted.		Situations filled.	
	Male.	Female.	Male.	Female.	Male.	Female.
London—Agent, And'w Ellis, 205 Dom. Savings Bldg.						
January	17	3	9	3	9	3
February	14	.....	3	.....	3	.....
March	26	.....	6	.....	6	.....
April	12	.....	6	.....	6	.....
May	22	.....	7	.....	7	.....
June	22	.....	5	.....	5	.....
July	14	.....	8	.....	8	.....
August	15	.....	5	.....	5	.....
September	3	.....	1	.....	1	.....
October	4	1	2	.....	2	.....
November	9	.....	7	.....	7	.....
December	4	.....	5	.....	3	.....
Totals	162	4	64	3	62	3
Ottawa—Agent, Isaia Gau- thier, 87½ Clarence St.						
January	55	3	8	.....	8	.....
February	41	2	11	1	11	1
March	17	3	3	5	3	3
April	15	6	6	5	6	4
May	16	3	8	1	8	1
June	13	2	7	7	7	2
July	12	6	1	4	1	4
August	12	3	3	2	3	2
September	16	3	6	2	6	2
October	14	4	3	3	3	3
November	15	3	3	3	3	3
December	6	5	3	2	3	2
Totals	232	43	62	35	62	27
St.. Thomas—Agent, W. J. Peacock, 59 Gladstone Av.						
May	33	5	15	.....	15	.....
June	37	3	21	.....	21	.....
July	63	2	29	1	26	1
August	40	2	36	5	32	2
September	45	2	38	10	29	2
October	37	5	87	10	36	5
November	20	3	11	4	11	1
December	15	4	26	7	12	3
Totals	290	26	263	37	182	14
Walkerville—Agent, Jos. Win- terburn, 87 Argyle Road.						
January	16	1	6	1	6	1
February	29	.....	10	.....	9	.....
March	22	.....	16	.....	16	.....
April	15	.....	9	.....	9	.....
May	27	.....	13	.....	12	.....
June	21	.....	11	.....	10	.....
July	20	1	14	.....	10	.....
August	47	1	25	.....	22	.....
September	36	1	16	1	12	1
October	29	2	9	3	7	2
November	26	.....	12	1	9	.....
December	17	2	15	2	10	2
Totals	305	8	156	8	132	6
Grand Totals	2,147	108	1,647	202	1,121	69

Applications by Trades for 1915.

Trade or calling.	Applications for work.		Help wanted.		Situations filled.	
	Male.	Female.	Male.	Female.	Male.	Female.
Auto Assemblers	2	.....	4	.....	2	.....
Auto Finishers	1	.....	2	.....	1	.....
Auto Trimmers	2	.....	.....	.....	.....	.....
Auto Truck Men	4	.....	.....	.....	.....	.....
Auto Repair Men	1	.....	.....	.....	.....	.....
Bakers	2	.....	2	.....	2	.....
Band Sawyer	1	.....	.....	.....	.....	.....
Barbers	6	.....	3	.....	3	.....
Bell 'Phone Hands	12	.....	14	.....	10	.....
Bench Hands	3	.....	1	.....	1	.....
Blacksmiths	25	.....	16	.....	13	.....
Blacksmiths' Helpers	5	.....	3	.....	3	.....
Boat Men	2	.....	2	.....	2	.....
Boilermakers	4	.....	.....	.....	.....	.....
Bookkeepers	7	2	.....	2	.....	2
Boot Makers .....	.....	.....	12	.....	.....	.....
Boys over 16	17	.....	9	.....	9	.....
Boys for Office	1	.....	1	.....	1	.....
Brakeman	6	.....	4	.....	4	.....
Brass Foundry Labour ..	1	.....	1	.....	1	.....
Brass Furnace Man	2	.....	2	.....	2	.....
Bricklayers	26	.....	8	.....	8	.....
Butchers	2	.....	.....	.....	.....	.....
Carders	1	.....	.....	.....	.....	.....
Caretakers	1	.....	1	.....	1	.....
Carpenters	82	.....	47	.....	35	.....
Carriage Rubbers	1	.....	1	.....	1	.....
Carriage Builders	2	.....	2	.....	2	.....
Chauffeurs	1	.....	.....	.....	.....	.....
Concrete Men	1	.....	1	.....	1	.....
Cheesemakers	1	.....	.....	.....	.....	.....
Clerks	27	7	11	4	11	4
Clerks (Office)	2	.....	.....	.....	.....	.....
Coachmen	1	.....	.....	.....	.....	.....
Collectors	1	.....	.....	.....	.....	.....
Concrete Workers	2	.....	3	.....	2	.....
Cooks .....	.....	1	.....	.....	.....	.....
Cotton Mill Spinners	1	.....	.....	.....	.....	.....
Delivery Boys	3	.....	1	.....	1	.....
Domestics .....	.....	42	.....	88	.....	31
Day Women .....	.....	18	.....	23	.....	12
Day Workers	1	.....	1	.....	1	.....
Door Hangers	1	.....	2	.....	1	.....
Drill Hands	32	.....	46	.....	24	.....
Electricians	4	.....	4	.....	3	.....
Elevator Men	1	.....	1	.....	1	.....
Engineers	9	.....	4	.....	2	.....
Erectors	1	.....	.....	.....	.....	.....
Factory Hands	3	.....	.....	.....	.....	.....
Factory Girls .....	.....	5	.....	.....	.....	.....
Farm Hands	316	.....	338	.....	248	.....
Firemen	8	.....	6	.....	6	.....
Finishers	4	.....	1	.....	1	.....
Fitters	2	.....	.....	.....	.....	.....
Foundry Workers	1	.....	.....	.....	.....	.....
Gardeners	5	.....	4	.....	4	.....
Gas Fitters	1	.....	.....	.....	.....	.....
Girls for Box Factories..	.....	7	.....	3	.....	3
Hand Laster .....	.....	3	.....	.....	.....	.....
Hand Stitchers .....	.....	.....	.....	3	.....	.....
Handy Men	4	.....	4	.....	4	.....

Applications by Trades for 1915—Continued.

Trade or calling.	Applications for work.		Help wanted.		Situations filled.	
	Male.	Female.	Male.	Female.	Male.	Female.
Heel Trimmer		1				
Housemaids		6		14		5
Horseman	1					
Inspectors	1					
Iron Workers	21		10		8	
Labourers	1,131		753		537	
Lathe Hands	3		28		3	
Linemen	2		2		2	
Loom Repairers	1		1		1	
Machine Hands	9					
Machine Operators		6		59		4
Machinists	89		127		50	
Manager	1		1		1	
Masons	1		1		1	
Metal Workers	1		2		1	
Miners	1					
Millwrights			1			
Miscellaneous Workers	1					
Motor Truck Men	3		3		3	
Moulders	43		38		22	
Motormen	1		1		1	
Nurse		1				
Nurserymen	1					
Night Watchmen	4		2		2	
Painters	49		27		16	
Painters (Carriage)	6		8		4	
Paperhangers	9		3		3	
Patternmakers	1					
Polishers (Brass)	1					
Plumbers	1					
Porters	3		2		2	
Pressmen	1					
Printers	3					
Real Estate Agent	1					
Rip Saw Man	1		1		1	
Rubber Workers	4		4		4	
Salesmen	3		1		1	
Shaper Hands			1			
Sheet Metal Workers	3					
Shippers	1					
Shoemakers (Factory)	3					
Silversmiths	1					
Steel Workers	1					
Steam Fitters	1					
Stock Keepers	1		1		1	
Stone Masons	2					
Stove Mounters	8		5		5	
Stenographers		2				
Street Car Men	1		1		1	
Suit Case Liners			1			
Tool Makers	1		5			
Tailoresses		1				
Tailors	5		2		2	
Teamsters	26		22		12	
Tinsmiths' Helpers	1		1		1	
Tinsmith	4		7		4	
Trimmers	3		1		1	
Turret Lathe Hands	1					
Vise Hands	10		8		7	
Waiters	2					
Waitresses		2		2		2

Application by Trades for 1915.—*Concluded.*

Trade or calling.	Applications for work.		Help wanted.		Situations filled.	
	Male.	Female	Male.	Female.	Male.	Female.
Warp Dresser	1	.....	.....	.....	.....	.....
Watchmen	8	.....	4	.....	4	.....
Washwomen .....	.....	3	.....	3	.....	3
Watchmakers	1	.....	.....	.....	.....	.....
Wood Machine Hands ...	3	.....	2	.....	2	.....
Wood Workers	4	.....	2	.....	2	.....
Wood Choppers for Bush	6	.....	6	.....	6	.....
Total	2,147	108	1,647	202	1,121	69

SUGGESTIONS FROM LABOUR ORGANIZATIONS.

Brotherhood of Locomotive Firemen and Enginemen, No. 442, Allandale. We suggest a limit being put on the number of working hours, in some cases fortnightly pay, and better protection in the winter by cabs of engines being closed in. The latter is most necessary.

International Brotherhood of Maintenance of Ways Employees, No. 200, Allandale. We would suggest that all railway companies be compelled to place one man to each mile of track on each section. That fortnightly payments would be an advantage to the men in general and would be much appreciated.

Journeyman Barbers' International Union, No. 304, Berlin. We would like to see some steps taken to shorten the hours of labour, and all establishments kept in a sanitary condition.

Cigarmakers' International Union, No. 422, Berlin. The members of our organization would suggest a compulsory eight-hour day and the cessation of the abolition of liquor licenses.

United Association of Plumbers and Steamfitters, No. 527, Berlin. We are strongly in favor of a Dominion or Provincial law governing sanitary plumbing and the appointment of inspectors in cities or towns of over 10,000.

International Brotherhood of Maintenance of Ways Employees, No. 502, Blenheim. We are strongly of the opinion that if the railway companies would pay every two weeks instead of monthly they would get a better class of labourers and it would be beneficial to all concerned.

United Brotherhood of Carpenters and Joiners, No. 891, Cobalt. Carpentry in this district has lent itself to the admission of many inexperienced men, possibly more so than any other trade; consequently some system of apprenticeship to be recognized by both employers and unions would greatly facilitate matters.

Western Federation of Miners, No. 146, Cobalt. Suggestions that in our opinion will tend to benefit the workers in the mining, milling, and smelting industry, and that are of sufficient importance to claim the attention of the Provincial Legislature. 1st. Enforce the mining companies to install suitable apparatus to lay all dust caused by blasting, drilling or otherwise; also suitable ventilation in all underground workings, especially where hydraulic air is used. Sprays to be used on all hammer drills. 2nd. We suggest that legislation should be introduced to eliminate the monthly pay day throughout the Province where feasible, with the introduction of at least a fortnightly pay day. 3rd. The elimination of the twelve and thirteen hour shift in the mining, milling and smelting industry, especially in the case of hoisting engineers and smeltermen. 4th. The Compensation Act to be so amended that in the event of the supporter of a family or otherwise being killed in the industry that the dependants receive compensation regardless of where residing. 5th. That as there are many men in our industry that have worked from one month to two and have not received their wages, that some satisfactory arrangement be provided by the Legislature that no man shall work and lose his wages.

Bricklayers', Masons' and Plasterers' International Union, No. 19, Collingwood. We suggest that all public works and buildings be done by union labour,

and inspectors appointed by the Government on brick buildings be members of the union.

International Longshoremen's Association (Grain Trimmers), No. 479, Fort William. Incorporation of trade unionists whereby they may be enabled to contract for work as a union and receive all money paid for this class of work, thereby eliminating the exploitation of workers by contractors who hire men by the hour and pocket the profits made out of them. This system would guarantee the dispatch of vessels loading.

International Brotherhood of Maintenance of Ways Employees, No. 277, Fort William. We are of opinion that track crews should not be reduced below three men and foremen at any time during the year and that all sections should not be longer than eight miles.

Operative Plasterers' International Association, No. 344, Fort William. We would like to see a plastering inspector appointed for Ontario: also wages paid weekly.

United Association of Plumbers and Steam Fitters, No. 257, Fort William. We strongly urge the passing of a provincial law governing the installation of plumbing: also calling for the examination of all plumbers working at the trade, certificates of proficiency being issued to those who pass the examination successfully.

United Brotherhood of Carpenters and Joiners, No. 2612, Hamilton. Our organization would like to see the Government in all contracts insert the fair wage clause and the eight-hour day, thus giving employment to a greater number of men.

Brotherhood of Painters, Decorators and Paperhangers, No. 205, Hamilton. We would recommend greater restrictions in regard to emigration, the appointment of scaffold inspectors, a law compelling the removal of all old wallpaper and calomine before new paper or calomine is put on, especially in cases where people have had contagious diseases.

Brotherhood of Railway Trainmen, No. 226, Hamilton. Payment of wages twice a month would be graciously appreciated. Legislation to standardize the number of men to constitute a switching crew and train crew is badly needed. Legislation to abolish property qualifications for municipal and civic office is considered a fair proposition for this Dominion.

Bricklayers', Masons' and Plasterers' International Union, No. 5, London. We wish to have practical inspectors that will enforce better construction and see that good material is used.

Brotherhood of Railway Carmen, No. 488, London. We desire to have wages paid weekly, and are of the opinion that monthly payments are largely responsible for the high cost of living, which is higher in Canada than in any other country. We are in favour of an eight-hour day and a minimum wage.

Cigarmakers' International Union, No. 278, London. We wish to call attention to the fact that local option or prohibition in any form has a bad effect on our trade, and it seems to be spreading and getting stronger every year. To counteract this we believe that the Dominion Revenue Act should be changed so as to

allow cigar manufacturers to have a retail cigar and tobacco store in connection with the factory, the same as is done in the United States, as this would tend to give more cigarmakers employment. So many would start factories that it would mean more revenue for the Government.

International Brotherhood of Electrical Workers, No. 120, London. We would suggest in the interest of the public at large and for the safety of life and property that inside wiremen be licensed.

International Brotherhood of Maintenance of Ways Employees, No. 195, London. Our organization would be greatly benefited and could secure a better class of workmen if railways could be induced to pay the men a full week and not dock them for the time travelling to and from work, as we really are at work when we arrive at the depot to go where the company requires us. There are some branches where a man must be up at 4 a.m. to go to work Monday and not arrive till noon and his time does not start until 1 p.m.

International Moulders' Union, No. 37, London. We are very much in favor of the abolition of all property qualifications.

Brotherhood of Railway Trainmen, No. 24, London. We would like to see fortnightly payments.

Brotherhood of Railway Trainmen, No. 415, London. Hours of service law of fourteen hours; also fortnightly payments.

Brotherhood of Locomotive Firemen and Enginemen, No. 487, Niagara Falls. We would like to have fortnightly payments.

Brotherhood of Railway Trainmen, No. 379, Niagara Falls. It is the opinion of our membership that fortnightly pay would be of great benefit to us.

United Brotherhood of Carpenters and Joiners, No. 2625, North Bay. We desire a system of building inspection to stop the speculating building of inferior buildings, as they are fire traps and unsanitary, a menace to life and health, and a loss to the country.

Brotherhood of Locomotive Engineers, No. 723, North Bay. We need the utmost protection in flagging so that when a man goes out to flag a train he shall have the proper equipment of red flags and torpedoes and proper distance.

International Union of Steam and Operating Engineers, No. 473, Ottawa. We make the following suggestions: 1st. To change the examining board from the Department of Agriculture to the Department of Public Works. 2nd. That the yearly license fee be abolished and a higher examining fee be charged instead. 3rd. That a more strict examination be held on candidates for licenses. 4th. That an inspector be appointed to enforce the Act.

Brotherhood of Locomotive Firemen and Enginemen, No. 172, Ottawa. A weekly or fortnightly pay day would greatly benefit our organization.

International Association of Machinists, No. 412, Ottawa. We desire to have the fair wage clause inserted in all contracts and enforced.

International Moulders' Union, No. 280, Ottawa. The appointment of a foundry inspector, the same to be a qualified iron moulder, would help to improve our condition in the foundries, which is very bad.

Commercial Telegraphers' Union, No. 52, Ottawa. We strongly urge the necessity for legislation that will require public utilities to pay their employees at least twice a month and in cash. 2. That the commercial telegraph system of Canada be put under control of the Dominion Railway Commission and that that body be given power to act in cases of interest to employees of telegraph companies in the same manner as it does at present as between the public and the railways. 3. That no telegraph operator be required to work more than eight hours a day nor more than five consecutive hours without lunch relief. 4. That six days be made a legal work week with one day's rest in seven, with overtime work closely limited or restricted to cases of great emergency.

Brotherhood of Railway Trainmen, No. 39, Palmerston. We desire a weekly guarantee of wages for all extra men employed.

Amalgamated Association of Street and Electric Railway Employees, No. 622, Peterborough. The doing away with the running board on open cars.

International Typographical Union, No. 248, Peterborough. Proper ventilation of work rooms, more especially those in which are contained typesetting and typecasting machines, equal hours as far as possible for all concerned, and anything that favours the shorter work day.

Canadian Association of Stationary Engineers, No. 29, Port Arthur. The enforcement of the law as it now stands on the statute book. A graded certificate, 1st, 2nd, 3rd and 4th class, the present to be classed as 4th.

Order of Railway Conductors, No. 30, Rainy River. A car limit would be a great benefit to our organization. At present we handle nearly a mile of cars at a time, and we consider that a half mile is sufficient for three men to handle with safety.

Brotherhood of Railway Trainmen, No. 828, Rainy River. We are of opinion that something should be done to stop railway companies from compelling trainmen to chain up cars and hauling such cars in trains. The railway companies should also be compelled to keep the cabooses in a sanitary condition.

Brotherhood of Railway Carmen, No. 304, St. Thomas. We would suggest that the Government pass a law compelling all railways to pay wages fortnightly. We also wish to draw your attention to the way men are ordered to go on tracks that are not locked to repair cars and would like to see a stop put to this dangerous practice while switching is going on in the same yards.

Brotherhood of Locomotive Firemen and Enginemen, No. 387, Schreiber. We desire an eight-hour-day for all classes of enginemen.

International Brotherhood of Maintenance of Ways Employees, No. 136, Smith's Falls. We are of the opinion that if a practical trackman was appointed in connection with the Railway Commission it would be of great benefit both to the employees and the public as regards safety.

Bricklayers', Masons' and Plasterers' International Union, No. 24, Stratford. What we require is a more rigid inspection of buildings in course of construction by practical men as inspectors.

Amalgamated Society of Engineers, No. 597, Stratford. We are strongly in favour of fortnightly pay days.

International Brotherhood of Maintenance of Ways Employees, No. 447, Sudbury. We would suggest better facilities for receiving and posting mail matter for men working on railroads in isolated districts. In the interest of Safety First and the travelling public we suggest at least one man per mile on a six-mile section. We are also in favour of an eight-hour day, or in lieu five ten-hour days and five hours on Saturday. On account of railway companies not allowing shanties to be built on right-of-way they should give some protection to men in isolated districts who would have to sit out in the open during dinner hour on account of not having any shanty to go to when so far away from home. This applies to the winter months.

International Association of Heat and Frost Insulators and Asbestos Workers, No. 20, Toronto. Proper inspection of steam pipes before permit for insulation is granted. Also regulations for proper scaffolding.

International Association of Structural Iron Workers, No. 4, Toronto. We desire an eight-hour day and a fair wage clause.

United Brotherhood of Carpenters and Joiners, No. 1553, Toronto. The carpenters and joiners desire a strict observance of the fair wage clause in all contracts by the various bodies who have attached their signatures thereto.

United Brotherhood of Carpenters and Joiners, No. 1820, Toronto. We are of opinion that the Ontario Legislature should have a fair wage clause placed in all their contracts so as to improve the condition of the worker.

United Brotherhood of Carpenters and Joiners, No. 2611, Toronto. Weekly wage and a fair wage clause inserted in all contracts and more inspectors or officers appointed to see that the matter is complied with.

Order of Railway Conductors, No. 345, Toronto. We adhere to Safety First and should have a full crew law for freight trains of over 45 cars.

International Steam Shovel and Dredgemen, No. 46, Toronto. We desire the eight-hour day; also an inspector to enforce the new license act which is now in force.

International Brotherhood of Electrical Workers, No. 353, Toronto. We propose to see that legislation is enacted to license all contractors and wiremen. Wiremen to be examined and carry a license. Contractors to be examined and carry a license and be bonded.

International Steam and Operating Engineers, No. 356, Toronto. We earnestly suggest that more strict attention be paid to the enforcing of the license law covering engineers by the appointment of competent inspectors.

United Garment Workers' Union, No. 185, Toronto. More frequent inspection of factories and stricter enforcement of the factory laws.

International Glove Workers' Union, No. 8, Toronto. We consider that an increase of duty on the manufactured gloves and mitts coming into this country would benefit both the workers and manufacturers of this country and increase the buying of made-in-Canada products.

United Cloth Hat and Cap Makers, No. 41, Toronto. It would be a great improvement to the conditions of our craft to prevent work outside of shops at night and on holidays.

International Association of Machinists, No. 438, Toronto. This Association believes it would be to the benefit of the country if we had a labour commission who had power to determine what are fair wages in each locality and enforce the same.

International Moulders' Union, No. 28, Toronto. A law to control the present unhealthy conditions in foundries and an inspector to enforce it.

Brotherhood of Painters, Decorators and Paperhangers, No. 737, Toronto. The strict enforcement of the fair wage to be paid by all contractors on public works; also the Act *re* Scaffolding and Equipment to specify on contracts the right of officers of all trades to have the entry to all jobs to observe the men and conditions of labour at any time.

Patternmakers' League of North America, Toronto. The necessity of the Government making contractors live up to the fair wage clause; also the shortening of hours worked, which will help to solve the unemployment problem by dividing work amongst a greater number of workmen.

Moving Picture Machine Operators, No. 173, Toronto. We would suggest for the betterment of all operators, managers, and the public at large a weekly inspection of all booths as a necessity; compliance with the law is then assured.

United Association of Plumbers and Steam Fitters, No. 46, Toronto. Maintaining and enforcing the fair wage clause in all contracts for public works.

Street and Electric Railway Employees' Union, No. 113, Toronto. The abolition of the side running board on summer cars is imperative.

Journeymen Tailors' Union, No. 37, Toronto. We consider it would be beneficial for our trade to have fair wage clauses in all contracts given by the Government, abolition of the contracting and sub-contracting system, and the appointment of practical men as inspectors.

International Slate and Tile Roofers' Union, No. 39, Toronto. We are of opinion that more Government works should use slate on their works instead of asbestos shingles and thus set the example for others.

Waiters' and Cooks' Union, No. 300, Toronto. There should be a six-day working week, the hours are far too long and the wages are inadequate.

Brotherhood of Locomotive Engineers, No. 837, Trenton. We are of the opinion that we should be paid fortnightly.

Brotherhood of Locomotive Firemen and Enginemen, No. 833, Trenton. There should be a limit made as to allowing a company to hire engineers when they

can make engineers out of firemen that have had experience, and when there is a slack time give them so many days a month in shops or when foreigners are employed.

Order of Railway Conductors, No. 494, Windsor. We would gladly welcome a semi-monthly pay day, a limit of 50 cars on all freight trains, and some satisfactory "Hours of Service Law."

Brotherhood of Locomotive Engineers, No. 390, Windsor. In yard service it is necessary to work 12 hours a day, two shifts: would be glad if we could get this cut down to 8 hours with three shifts.

United Association of Plumbers and Steam Fitters, No. 552, Windsor. We strongly urge the passing of a provincial law governing the installation of plumbing and steam fitting; also calling for the examination of all plumbers and steam fitters working at the trade, certificates of proficiency being issued to those who pass the examination successfully; also the passing of a law making an eight-hour day compulsory in all trades and occupations with a half holiday on Saturday.

DIRECTORY OF LABOUR ORGANIZATIONS IN ONTARIO.

Name of Organization	Name of President	President's Address	Name of Secretary	Secretary's Address	Nights of Meeting
Allandale: Order of Railway Conductors, No. 355.	W. D. Scott.....	Essa Street, Allandale..	J. McMillin	96 Cumberland St.	3rd Sunday in month.
Brotherhood of Locomotive Engineers, No. 486	T. Royce.....	Allandale.....	J. Clark	191 Bradford St., Barrie	1st and 3rd Mondays in month.
Brotherhood of Locomotive Firemen and Enginemen, No. 442	R. Dawson.....	Essa Street	A. Manson	Box 105, Allandale	2nd and 4th Sundays in month.
International Brotherhood of Maintenance of Ways Em- ployees, No. 200	W. Carson.....	Allandale.....	F. Foster	Craigvale	3rd Thursday in month.
Brotherhood of Railway Train- men, No. 377	A. Clark.....	Allandale.....	W. Fell	51 Tiffin St., Allandale.	2nd and 4th Sundays in month.
Amherstburg: International Rock Drillers' Association, No. 504	R. Kett.....	Amherstburg.....	L. Parker	Amherstburg	2nd Sunday in month.
International Brotherhood of Steam Shovel and Dredge- men, No. 20	S. White.....	Amherstburg.....	J. Ryan	Box 196, Amherstburg.	Call of President.
Beaverton: International Brotherhood of Maintenance of Ways Em- ployees, No. 262	M. Armstrong.....	Torrance.....	A. Boynton	Washago Post Office ..	Call of President.
Belleville: Journymen Barbers' Interna- tional Union, No. 723	A. Watt.....	Belleville.....	R. Boyle	209 Front St.	1st Monday in month.
Bricklayers', Masons' and Plasterers' Int. Union, No. 30	W. Johnson.....	32 Earl Street.....	A. Ellis	30 Harriott St.	1st and 3rd Mondays in month.
United Brotherhood of Car- penters and Joiners, No. 2,600	G. Way.....	Coleman Street.....	D. Sword	17 Pope St.	1st Wednesday in month.
Brotherhood of Locomotive Engineers No. 189 .....	.....	.....	H. Lavole	279 Foster Ave. ....	.....
Brotherhood of Locomotive Firemen and Enginemen, No. 66	G. Naylor.....	Station P.O., Belleville	R. Milne	165 E. College St.	2nd and 4th Tuesdays in month.

Federated Association of Letter Carriers, No. 45.....	S. Bird.....	166 Burnham Street.....	F. Bowen.....	275 Charles St.....	1st Tuesday in month.
International Brotherhood of Maintenance of Ways Employees, No. 83.....	J. Exley.....	Shannonville.....	M. Haggerty.....	390 Bleecker St., Belleville.....	Last Sunday in month.
Brotherhood of Railway Trainmen, No. 108.....	G. Mason.....	18 Stone Street.....	D. Kiser.....	62 Pine St.....	2nd and 4th Fridays in month.
Berlin:					
Journeyman Barbers' International Union, No. 304.....	O. Bull.....	68 Queen Street S.....	H. Boehmer.....	85 King St. W.....	3rd Monday in month.
Boot & Shoe Workers' Union, No. 206.....	E. Seelos.....	Grand Central Hotel.....	H. Oberer.....	130 Louisa St.....	2nd and 4th Fridays in month.
International Union of Brewery Workers, No. 170.....	E. Fehinbach.....	34 Mascot Lane.....	A. Shantz.....	21 Elgin St.....	2nd and 4th Tuesdays in month.
Bricklayers', Masons' and Plasterers' Int. Union, No. 12.....	J. Habel.....	Benton Street.....	J. Davenport.....	13 Pine St.....	1st and 3rd Fridays in month.
United Brotherhood of Carpenters and Joiners, No. 553....	D. Mather.....	66 Sharon Street.....	J. Reid.....	43 Joseph St.....	1st and 3rd Fridays in month.
Cigarmakers' International Union, No. 422.....	F. Seebach.....	97 Elgin Street.....	J. Schrank.....	109 Peter St.....	2nd Tuesdays in month.
Canadian Association of Stationary Engineers, No. 9....	F. McIlwain.....	Kaufman's Rubber Co.....	C. Emmrich.....	186 Victoria St.....	2nd and 4th Fridays in month.
Federal Labour Union, No. 17.....	F. Ackerknecht.....	35 King Street.....	W. Lamka.....	361 Victoria St.....	1st and 3rd Thursdays in month.
Hodcarriers and Building Labourers' Union, No. 160....	H. Potan.....	Waterloo Street.....	G. Hoffman.....	58 Homewood Ave.....	1st and 3rd Wednesdays in month.
Federated Association of Letter Carriers, No. 20.....	D. Haymacher.....	23 Pequegat Ave.....	C. Schippanowski.....	26 Louisa St.....	3rd Friday in month.
American Federation of Musicians, No. 226.....	G. Albrecht.....	151 Wellington St.....	P. Kroetsch.....	106 Water St.....	.....
United Association of Plumbers and Steam Fitters, No. 527.....	C. Kruse.....	Berlin.....	G. Zimmerman.....	Waterloo.....	1st and 3rd Mondays in month.
Blenheim:					
International Brotherhood of Maintenance of Ways Employees, No. 502.....	A. Mansel.....	Blenheim.....	S. Tilley.....	48 Park Ave. W.....	Call of President.
Brantford:					
Journeyman Barbers' International Union, No. 298.....	J. Shellington.....	5 George Street.....	T. Linscott.....	248 Colborne St.....	Last Monday in month.
Bricklayers', Masons' and Plasterers' Int. Union, No. 9.....	A. Francis.....	180 Sheridan Street.....	J. Fitness.....	420 Colborne St.....	Alternate Thursdays in month.

DIRECTORY OF LABOUR ORGANIZATIONS IN ONTARIO.—*Continued.*

Name of Organization	Name of President	President's Address	Name of Secretary	Secretary's Address	Nights of Meeting
Brantford.— <i>Continued.</i>					
United Brotherhood of Carpenters and Joiners, No. 498	S. Meats.....	Box 72	A. Brown	Grand View P. O.	2nd and 4th Tuesdays in month.
International Brotherhood of Electrical Workers, No. 343	J. Pinnerly.....	80 Market Street.....	H. Phipps	80 Grey St.	Alternate Mondays in month.
Canadian Association of Stationary Engineers, No. 4...	J. Lee.....	166 Murray Street.....	J. Ogle	73 Richmond St.	1st and 3rd Tuesdays in month.
International Association of Machinists, No. 607 .....	.....	.....	P. Noble	120 Terrace Hill St. ..	1st and 3rd Thursdays in month.
International Moulders' Union, No. 29	P. Crowley.....	Queen Street	E. Dunn	46 King St.	1st and 3rd Fridays in month.
American Federation of Musicians, No. 467	J. Miskelly.....	217 Wellington Street..	W. Bartram	186 Wellington St.	1st Sunday in month.
International Brotherhood of Painters, Decorators and Paperhangers, No. 313	W. McKenzie.....	215 Terrace Hill.....	H. Butcher	53 King St. ....	.....
Journeymen Stonecutters' Association of N. America.....	D. Taylor.....	84 Brant Avenue	W. Hawley	33 Alonzo St.	2nd and 4th Thursdays in month.
International Typographical Union, No. 378	E. Reynolds.....	83 Clarence Street	Ira Scruton	30 Wells Ave.	4th Wednesdays in month.
Bridgeburg:					
Brotherhood of Railway Car-men, No. 542 .....	.....	.....	John Bain	Bridgeburg .....	.....
United Brotherhood of Carpenters and Joiners, No. 1850	F. Ramsden.....	Bridgeburg	O. Sherk	Bridgeburg	1st and 3rd Mondays in month.
Brotherhood of Locomotive Engineers, No. 679	R. Walsh.....	411 Dearborne Street, Buffalo, N.Y.	M. Harvey.....	Bridgeburg	1st Wednesday and 2nd Tuesday in month.
Brotherhood of Locomotive Firemen and Enginemen, No. 471	P. Strange.....	1332 West Avenue, Buffalo, N.Y.	A. McIntyre	Box 172, Bridgeburg ..	1st and 3rd Fridays in month.
Brotherhood of Railway Trainmen, No. 713	H. Robbins.....	Amigard	G. Smith	Central Ave. Bridgeburg	1st and 3rd Tuesdays in month.
Brockville:					
Bricklayers', Masons' and Plasterers' Int. Union, No. 13	C. Fox.....	201 James Street, E....	H. Holstead	104 Havelock St.	1st and 3rd Wednesdays in month.

United Brotherhood of Carpenters and Joiners, No. 799 Order of Railway Conductors, No. 366	H. Sanford	51 Perth Street	W. Stoat	262 Brock St.	1st and 3rd Thursdays in month.
Brotherhood of Locomotive Engineers, No. 118	E. Chapman	Pearl Street W.	F. Miller	372 King St. W.	1st and 3rd Sundays in month.
Brotherhood of Locomotive Firemen and Enginemen, No. 69	E. Mortimer	28 Charles Street	R. Wardrop	39 Daniel St.	1st Sunday and 3rd Tuesday in month.
Journeyman Tailors' International Union, No. 262	R. Swain	115 Perth Street	M. Davison	179 Pearl St. E.	1st Thursday in month.
Brotherhood of Railway Trainmen, No. 208	E. Enright	Water Street East	S. Hamilton	24 John St.	3rd Monday in month.
Burlington:	H. Walter	41 William Street	W. Barkley	43 Pearl St. W.	1st and 3rd Sundays in month.
United Brotherhood, Carpenters and Joiners, No. 2603	F. Broom	Water Street	S. Cooper	Burlington P. O.	2nd and 4th Thursdays in month.
Carleton Place:					
International Brotherhood Blacksmiths and Helpers, No. 424	S. Hale	Carleton Place	R. Curtis	Box 224, Carleton Place	4th Saturday in month.
Brotherhood of Railway Carmen, No. 229	H. Lever	Carleton Place	R. New	Box 341, Carleton Place	4th Tuesday in month.
International Association of Machinists, No. 211	I. Langtry	Carleton Place	J. McPadden	Box 326, Carleton Place	1st and 3rd Thursdays in month.
International Moulders' Union, No. 362	G. Murray	Carleton Place	J. Carson	Box 292, Carleton Place	3rd Mondays in month.
Metal Polishers, Buffers, Platers and Brass Workers' Int. Union, No. 96	G. Van Campbell	Rochester Street	G. Carson	Box 212, Carleton Place	1st Thursday in month.
Chapleau:					
Brotherhood of Railway Carmen, No. 378	A. H. Haskins	Box "B," Chapleau	B. A. Haskins	Box B, Chapleau	4th Monday in month.
Brotherhood of Locomotive Engineers, No. 319	F. Edwards	Chapleau	J. Phillips	Chapleau	2nd and last Mondays in month.
International Association of Machinists, No. 535	T. Ferguson	Chapleau	R. Stewart	Box 57, Chapleau	1st and 3rd Wednesdays in month.
Brotherhood of Railway Trainmen, No. 246	F. Mitchell	Chapleau P.O.	P. Collins	Chapleau P. O.	1st and 3rd Sundays in month.
Chatham:					
United Brotherhood Carpenters and Joiners, No. 1583	J. McLean	301 St. Clair Street	H. Field	26 Wilson Ave.	1st and 3rd Mondays in month.

DIRECTORY OF LABOUR ORGANIZATIONS IN ONTARIO—*Continued.*

Name of Organization	Name of President	President's Address	Name of Secretary	Secretary's Address	Nights of Meeting
Chatham.— <i>Continued.</i>					
Canadian Association of Stationary Engineers, No. 21...	J. Beasley.....	11 Second Street	J. Stoliker.....	22 Alexandra Ave.	Every Thursday in month.
United Garment Workers of America, No. 44	Eva Ruddling.....	Patterson Avenue.....	Lena Bennett.....	55 Water St.	Last Friday in month.
Federated Association of Letter Carriers, No. 29	H. Jacques.....	42 Grant Street	P. Smith.....	116 Park St.	2nd Tuesday in month.
International Brotherhood of Maintenance of Ways Employees, No. 191	J. Young.....	Glencoe P.O.	G. Lodge.....	R.R. No. 6, Chatham	2nd Sunday in month.
American Federation of Musicians, No. 629	W. Bradden.	William Street	F. Phelps.....	41 Grey St.	1st Sunday in month.
International Typographical Union, No. 421	G. Morrell.....	St. Clair Street	A. Riddell.....	Box 382, Chatham	1st Monday in month.
Cobalt:					
United Brotherhood Carpenters and Joiners, No. 894...	S. Clark.....	Halleybury	B. Marker.....	North Cobalt	3rd Wednesday in month.
International Steam and Operating Engineers, No. 531...	S. Carscallen.....	160 Erie Street	H. Webster.....	Cobalt	2nd and 4th Sundays in month.
Western Federation of Miners No. 146	W. Penly.....	Box 446, Cobalt	J. Dogue.....	Box 446, Cobalt	Every Sunday in month.
Collingwood:					
Journeyman Barbers' International Union, No. 528	J. Gardipey.....	Collingwood	L. Stoutenburg...	Box 924, Collingwood	1st Monday in month.
Bricklayers', Masons' and Plasterers' Int. Union, No. 19	J. Gilham.....	Box 777, Collingwood	W. Court.....	Box 797, Collingwood	Every Wednesday in month.
Amalgamated Society of Engineers, No. 805	G. Pilling.....	Front Street	T. Kelly.....	11 Beach Terrace	2nd Monday in month.
National Association Marine Engineers, No. 3	W. Whipps	Collingwood	R. McQuade	Collingwood	Every Tuesday from Jan. to April only.
International Longshoremen's Association, No. 476	M. Johnston.....	6th Street	W. Heitman	46 Hurontario St.	2nd and 4th Thursdays in month.
Cordova:					
Western Federation of Miners, No. 147	D. McCurdy.....	Cordova Mines	J. Young	Cordova Mines	1st and 2nd Mondays and 2nd and 3rd Sundays in month.

Dundas: Moulders' International Union, No. 269	J. McKinnon.....	Dundas	M. Dunn	Box 117, Dundas	Once in month.
Elmira: American Federation of Musicians, No. 533	A. Winger.....	Elmira	H. Weichel	Elmira .....	.....
Fort William: Journeymen Barbers' International Union, No. 549	J. Migneron.....	Avenue Shop	W. Ginn	108 North Hay St.....	4th Monday in month.
Bartenders' Int. League, No. 761	P. Boyle.....	St. Louis Hotel.....	R. Carson	215 Bethune St.	4th Sunday in month.
makers, Iron Ship Builders and Helpers, No. 505	J. Duncan.....	General Delivery, Port Arthur	A. Cruickshanks..	209 Heron St., Fort William	3rd Friday in month.
Bricklayers' Masons' and Plasterers' International Union, No. 25	E. Jones.....	409 Bernard Street....	C. Gower	521 Empire Ave.	2nd and 4th Thursdays in month.
International Association of Bridge and Structural Iron Workers, No. 53	A. McLeod.....	Box 182, Fort William.	W. Dingman	Box 182, Fort William.	1st and 3rd Fridays in month.
United Brotherhood Carpenters and Joiners, No. 2610..	H. Blackburn....	133 N. Harold Street...	G. Dutton	407 Vickers St.	1st and 3rd Mondays in month.
Order of Railway Conductors, No. 286	A. Blennerhassett	1201 Victoria Avenue...	A. Marcotte	439 Wiley St.	2nd and 4th Sundays in month.
International Brotherhood of Steam Shovel and Dredgers, No. 39	R. Elliott.....	Box 236, Fort Wm....	W. Reddy	Box 236, Fort William.	3rd Saturday in month.
Brotherhood of Locomotive Engineers, No. 243	H. Mills.....	221 Pruden Street....	D. McLean	211 Pruden St.	2nd and 4th Tuesdays in month.
International Union of Steam and Operating Engineers, No. 298	W. Higgins.....	117 N. Harold Street..	I. Johnson	Box 480, Fort William.	1st Wednesday in month.
Brotherhood of Locomotive Firemen and Enginemen, No. 225	C. Howland.....	221 Finlayson Street...	P. Kennedy	322 Dease St.	1st and 3rd Thursdays in month.
International Longshoremen's Association (Grain Trimmers), No. 479	W. Houston.....	215 S. Brodie Street...	C. McLean	621 Prince Arthur Blvd	Call of President.
International Longshoremen's Association (Coal Handlers), No. 746	N. Domengio....	McLeod Street	A. Jarratt.....	739 Simpson St.	Call of President.

DIRECTORY OF LABOUR ORGANIZATIONS IN ONTARIO.—Continued.

Name of Organization	Name of President	President's Address	Name of Secretary	Secretary's Address	Nights of Meeting
Fort William.—Continued.					
International Brotherhood of Maintenance of Ways Employees, No. 277	J. Catto	Box 104, Sioux-Lookout	W. Moore	c/o Union Depot, G. T. P. Ry., W. Ft. William	Call of President.
International Union of Operative Plasterers, No. 344	E. Lilgenburg	White House Hotel, Port Arthur	F. Phillips	609 N. Harold St., Ft. William	2nd and 4th Fridays in month.
United Association of Plumbers and Steam Fitters, No. 257	R. Schmidt	112 S. John Street	J. Looney	227 W. Francis St.	2nd and 4th Tuesdays in month.
Brotherhood of Railway Trainmen, No. 206	W. Kirkpatrick	326 Cameron Street	F. Hutchins	307 Finlayson St.	1st and 3rd Sundays and 1st Friday in month.
International Typographical Union, No. 417	G. Wallace	217 N. Norah Street	G. Carter	Box 396, Ft. William	1st Saturday in month.
Journeyman Barbers' International Union, No. 413	A. Wilson	South Water Street	J. Soutar	Box 174, Galt	Last Thursday in month.
Boot and Shoe Workers' Union, No. 330	E. Cartwright	9 North Street	E. Drage	Preston	2nd and 4th Thursdays in month.
Bricklayers', Masons' and Plasterers' Int. Union, No. 15	H. Manlow	Hespeler P.O.	W. Johnstone	Box 208, Hespeler	2nd and 4th Wednesdays in month.
United Brotherhood Carpenters and Joiners, No. 1216.	A. Nairn	35 Bond Street	A. Craigen	24 East St.	1st and 3rd Mondays in month.
Federated Association of Letter Carriers, No. 39	H. Porter	66 Park Avenue	J. Spooner	19 Lowery Ave.	1st Monday in month.
International Association of Machinists, No. 120	W. Pollack	16 Richardson Street	H. Bowey	10 Hopeton St.	2nd and 4th Mondays in month.
International Moulders' Union, No. 447	J. Cook	132 Main Street	D. Melvin	Box 356, Galt	1st and 3rd Thursdays in month.
American Federation of Musicians, No. 124	H. Rice	36 Kerr Street	L. Schwartz	5 Albert St.	1st Sunday in month.
International Printing Pressmen's Union, No. 135	R. Whitcombe	101 State Street	G. Sutherland	91 Victoria Ave.	3rd Tuesday in month.
Gananoque:					
Amalgamated Association of Iron, Steel and Tin Workers, No. 4	T. Bovey	King Street	J. Speakman	Charles St.	1st and 3rd Wednesdays in month.

International Union of Paving Cutters	A. Hutcheson.....	Gananoque.....	J. Round	Box 135, Gananoque	2nd Saturday in month.
Guelph:					
Journymen Barbers' International Union, No. 310	I. Sheen.....	Carden Street	F. Marriott	70 McDonnell St.	Last Monday in month.
Bartenders' Int. League, No. 104	W. Mulroney.....	American Hotel	P. Smith	Priory Hotel	1st Friday in month.
Bricklayers', Masons' and Plasterers' Int. Union, No. 3	G. Kadwell.....	Jessie Street	J. Weekes	15 Glasgow St.	2nd and 4th Thursdays in month.
United Brotherhood Carpenters and Joiners, No. 2611.....	A. Barron.....	R.R. No. 7, Guelph.....	G. Preece	19 Lyon Ave.	1st and 3rd Tuesdays in month.
Federal Labour Union	T. Hall.....	140 Bridge Street.....	J. Davies	101 Division St.	2nd and 4th Fridays in month.
Federated Association of Letter Carriers, No. 18	C. Christie.....	Edinboro' Road	R. Masson	56 St. Arnaud St.	1st Sunday in month.
Moulders' International Union, No. 212	A. King.....	Guelph.....	A. Spalding	19 Elizabeth St.	1st and 3rd Thursdays in month.
American Federation of Musicians, No. 92	B. Dawson.....	Toronto Street.....	D. McGimsie	128 Palmer St.	1st Sunday in month.
Piano and Organ Workers' Int. Union, No. 34	J. Canidge.....	23 Earl Street	C. Griffenham	16 Glasgow St.	3rd Wednesday in month.
Journymen Tailors' Union of America, No. 297	J. Card.....	Green Street	Miss T. Astell	130 Oxford St.	1st Monday in month.
International Typographical Union, No. 391	W. Templeman.....	268 Queen Street	A. Jones	35 Wellington St.	2nd Monday in month.
Hamilton:					
Journymen Barbers' International Union, No. 131	E. Boyne.....	Hamilton	H. Halford	59 John St.	1st and 3rd Mondays in month.
Bartenders' Int. League, No. 197	W. Cassaday.....	159 Emerald Street.....	J. Murray	16 Murray St.	1st and 3rd Sundays in month.
International Brotherhood of Bookbinders, No. 114	H. Arbuckle.....	20 Wellington Street	T. Sanderson	120 Locke St.	1st Monday in month.
Boot and Shoe Workers' Union No. 228	J. Gimblett.....	54 Smith Avenue	H. Harrison	43 Melbourne St.	3rd Tuesday in month.
Boot and Shoe Workers' Union No. 232	E. Peters.....	129 Peter Street	T. Connell	33 Steven St.	4th Friday in month.
Boot and Shoe Workers' Union No. 234	Mrs. Epps.....	13 Aikman Avenue.....	Miss E. Fletcher.....	245 Park St.	4th Thursday in month.
Boot and Shoe Workers' Union No. 444	J. Fell.....	282 Main Street West.....	A. Johnson	149 Ferguson Ave.	2nd Friday in month.

DIRECTORY OF LABOUR ORGANIZATIONS IN ONTARIO.—*Continued.*

Name of Organization	Name of President	President's Address	Name of Secretary	Secretary's Address	Nights of Meeting
<i>Hamilton.—Continued.</i>					
International Boilermakers and Ship Builders, No. 421...	L. Lawton.....	21 Tuckett Street	F. Howison	6 Bristol St.	1st and 3rd Fridays in month.
International United Brewery Workers, No. 312	G. King	Young and E. Avenue.....	J. Baxter	238 Victoria Ave. N. . .	2nd and 4th Tuesdays in month.
Bricklayers' Masons' and Plasterers' Int. Union, No. 1 ..	J. Pearce.....	231 Duke Street.....	J. Lang	164 Robinson St.	Every Thursday in month.
International Broom and Whisk Makers, No. 9	W. Elliott.....	83 John Street South.....	J. Durrand	122 Peter St.	2nd Monday in month.
United Brotherhood Carpenters and Joiners, No. 18 ..	A. Dickenson.....	52 Rosslyn Avenue.....	A. Blythe	49 Wellington St. N....	1st, 3rd and 5th Tuesdays in month.
United Brotherhood Carpenters and Joiners, No. 2612..	H. Davis.....	144 Glendale Avenue.....	W. McIntyre	151 Central Ave.	Alternate Fridays in month.
United Brotherhood Carpenters and Joiners, No. 2659..	G. Gooding.....	East 18th Street, Mt. Hamilton	F. Smith	33 East 27th St., Mount Hamilton	Alternate Thursdays in month.
American Brotherhood Cement Workers, No. 170.....	H. Shaffer.....	96 Burton Street East.....	W. Irving	188 Main St., W.	1st and 3rd Thursdays in month.
International Cigarmakers' Union, No. 55	J. Sullivan.....	105 Locke Street South.....	F. Hough	170 Duke St.	2nd Tuesday in month.
Order of Railway Conductors, No. 27	M. Dore.....	434 Wentworth North.....	A. Cameron	297 York St.	1st and 3rd Sundays in month.
International Brotherhood Electrical Workers, No. 105 ..	J. Crawford.....	55 Cheever Street.....	W. Jack	152 Queen St.	2nd and 4th Fridays in month.
Brotherhood of Locomotive Engineers, No. 133	A. Fitzsimmons.....	142 Queen Street	H. Cardwell	123 Inchbury St.	2nd and 4th Sundays in month.
Canadian Association of Stationary Engineers, No. 2 ..	A. Swayze	163 Rebecca Street.....	A. Heath	177 Burris St.	1st and 3rd Thursdays in month.
Brotherhood of Locomotive Firemen and Enginemen, No. 151	J. Smiley.....	53 Smith Avenue.....	G. Smith	54 Colborne St.	1st and 3rd Sundays in month.
Amalgamated Glass Workers' Int. Association, No. 33.....	S. McCrudden.....	108 Inchbury Street.....	R. Frost	39 Cumberland Ave. . .	2nd Thursday in month.
International Association of Granite Cutters of America ..	.....	.....	W. Fletcher	103½ Canada St.	4th Thursday in month.

Journeyman Horseshoers' Int. Union, No. 72	H. McKenzie.....	319 Main Street West..	W. Dickson	364 Cumberland Ave. . .	2nd and 4th Wednesdays in month.
Federal Labour Union, No. 11	J. Gordon.....	Sanford Avenue, F.S....	G. Gimblett	238 Jackson St.....	1st Monday in month.
International Wood Wire and Metal Lathers, No. 145	W. Loughheed.....	Port Nelson P.O.	G. Potter	Port Nelson P.O.	1st and 3rd Wednesdays in month.
International Association of Machinists, No. 414	A. Campbell	67 Victoria Avenue, N..	R. Neal	47 Rosemont Ave.	Every Wednesday in month.
International Brotherhood of Maintenance of Ways Employees, No. 177	F. Banang.....	59 Berge Street.....	C. Connor	R.R. No. 5, Box 70, Hamilton	Last Sunday in month.
International Molders' Union, No. 26	H. Trennum.....	300 Catharine Street...	J. Ripley	232 York St.....	Every Wednesday in month.
American Federation of Musicians, No. 293	H. Crell.....	43 Barton Street	J. Gimblett	42 Smith Ave.	2nd Sunday in month.
Brotherhood of Painters, Decorators and Paperhangers, No. 205	F. Dwyers.....	17 Land Street	G. Purcell	76 Main St., W.....	1st and 3rd Mondays in month.
Patternmakers' League of North America	E. McCulloch. . .	557 King Street East...	J. Harrower	40 St. Matthews Ave. .	1st and 3rd Thursdays in month.
Moving Picture Machine Operators, No. 303	W. Adams.....	132 Canada Street	G. Hogan	72 Hunter St. W.	2nd Sunday in month.
Operative Plasterers' International Union, No. 298	G. Vollick.....	333 Cannon Street E..	H. Thomson	125 London St.	1st and 3rd Thursdays in month.
United Association Plumbers and Gas Fitters, No. 67.....	R. Ross.....	205 Victoria Ave. N..	R. Bowes	46 Somerset Ave.	1st and 3rd Wednesdays in month.
International Printing Pressmen and Assistants, No. 176	F. Maxted.....	Herald Printing Co.....	W. Berry	193 Market St.	4th Wednesdays in month.
Sheet Metal Workers' International Alliance, No. 61.....	G. Wilson.....	40 Picton Street East...	R. Towler	30 Simcoe St. E.	1st and 3rd Fridays in month.
Journeyman Stonecutters Association of N. America.....	S. Lawrence.....	12 Chestnut Avenue..	J. Taft	491 Concession St.....	2nd and 4th Thursdays in month.
Amalgamated Association of Street and Electric Railway Employees, No. 107	T. Myles.....	King Street West	E. Batt	63 Aikman Ave.....	2nd and 4th Saturdays in month.
Order of Railway Telegraphers, No. 155	L. Harrington...	9 Gibson Avenue.....	E. Armstrong	Box 98, Smithville	2nd Sunday in month.
Theatrical Stage Employees, No. 129	W. Knapman.....	15 Huron Street.....	E. Nally	11 East 21st St.....	4th Sunday in month.
International Tobacco Workers' Union, No. 48	J. Hueston.....	188 Caroline Street...	A. Broughton	22 Hunt St.	4th Monday in month.

DIRECTORY OF LABOUR ORGANIZATIONS IN ONTARIO.—Continued.

Name of Organization	Name of President	President's Address	Name of Secretary	Secretary's Address	Nights of Meeting
Hamilton.—Continued.					
Brotherhood of Railway Trainmen, No. 226	R. Potticary	65 Catherine Street	A. Smith	25½ Melbourne St.	2nd and last Sundays in month.
International Typographical Union, No. 129	F. Aldridge	94 Wilson Street	J. Burns	108 Murray St. E.	1st Monday in month.
Havelock:					
Order of Railway Conductors, No. 578	W. Jones	Havelock	J. Garratt	Havelock	1st and 3rd Mondays in month.
Brotherhood of Railway Trainmen, No. 293	J. Kelsey	Havelock	W. Green	Box 391, Smith's Falls.	1st and 3rd Thursdays in month.
Humberstone:					
United Bro. Carpenters and Joiners, No. 1168	L. White	Humberstone	Ira Barnhardt	Humberstone	1st and 3rd Mondays in month.
Ingersoll:					
Int. Bro. of Maintenance of Ways Employees, No. 503 ..	M. Sprogue	Ingersoll	F. Skinner	Ingersoll	4th Saturday in month.
Jack Fish:					
Int. Bro. of Maintenance of Ways Employees, No. 231 ..	J. Leewell	Heron Bay	A. Bianconi	Jack Fish	Last Saturday in month.
Kearney:					
Int. Bro. of Maintenance of Ways Employees, No. 293 ..	J. Rowe	Orrville	F. Wilkinson	Kearney	Thursday.
Kenora:					
Order of Railway Conductors, No. 532	J. Gamble	Kenora	A. Hargrave	Box 34, Kenora	1st Tuesday and 3rd Sunday in month.
Bro. of Locomotive Engineers, No. 535	A. Stevenson	Kenora	J. Doherty	511 First St. S.	2nd and 4th Mondays in month.
Bro. of Loco. Firemen and Enginemen, No. 305	R. Mack	Kenora	W. Allan	Box 258, Kenora	1st Sunday and 3rd Wednesday in month.
Order of Railway Telegraphers, No. 7	G. Robertson	R. R. 3 Welland	R. Wilton	Kenora	Call of President.
Kingston:					
Jour. Barbers' Int. Union, No. 514	W. Christley	288 Princess St.	W. Lemmon	192 Bagot St.	Last Monday in month.
Bricklayers', Masons' and Plasterers' Int. Union, No. 10	G. Mowat	224 Division St.	A. Fowler	323 Johnston St.	2nd and 4th Tuesdays in month.

United Bro. Carpenters and Joiners, No. 249	J. Bell	165 Raglan Road	W. Hubble	26 Quebec St.	2nd and 4th Mondays in month.
National Asso. of Marine Engineers, No. 4	L. Spencer	17 Clergy St.	J. Gille	101 Clergy St.	Thursday.
Hodcarriers' and Labourers' Int. Union, No. 66	G. Wilkinson	Princess St.	W. Baxter	154 Rideau St.	1st and 3rd Wednesdays in month.
Federated Asso. of Letter Carriers, No. 8	G. Little	24 Nelson St.	G. Compton	68 Nelson St.	Call of President.
Amal. Sheet Metal Workers' Int. Alliance, No. 117	E. Ada	11 Deacon St.	N. Davie	175 Montreal St.	1st and 3rd Fridays in month.
Int. Moulders' Union, No. 252	P. Birket	210 York St.	W. Allen	266 Sydenham St.	1st and 3rd Mondays in month.
Pattern Makers' League of North America	W. Irwin	Earl St.	H. Frost	202 Bagot St.	2nd and 4th Wednesdays in month.
United Asso. of Plumbers and Steamfitters, No. 221	H. LeHeup	King St. W.	T. Blomeley	67 Collingwood St. ...	1st and 3rd Tuesdays in month.
Jour. Tailors' Int. Union, No. 263	W. Egan	34 Rideau St.	J. Sauve	29 Brock St.	1st and 3rd Mondays in month.
Int. Typographical Union, No. 204	J. Bennett	Raglan Road	W. Stroud	376 Bagot St.	1st Tuesday in month.
Leamington:					
Int. Bro. of Maintenance of Ways Employees, No. 302	G. Lambier	Erie St. N.	W. Howe	Box 368, Kingsville ...	Last Saturday in month.
Lindsay:					
Order of Railway Conductors, No. 322	Neil Swardfeger	Lindsay	R. Grills	Box 581, Lindsay	1st and 2nd Sundays in month.
Bro. of Locomotive Engineers, No. 174	T. Tutton	Lindsay	H. Elliot	Box 694, Lindsay	2nd and 4th Sundays in month.
Bro. of Loco. Firemen and Enginemen, No. 136	P. Murphy	Box 212, Lindsay	W. Graham	Box 212, Lindsay	1st and 3rd Sundays in month.
Bro. of Railway Trainmen, No. 308	S. Seaton	Box 528, Lindsay	S. Scott	Box 528, Lindsay	2nd and 4th Sundays in month.
London:					
Jour. Barbers' Int. Union, No. 366	J. Frezell	617 Dundas St.	C. Sleith	424 Richmond St.	4th Monday in month.
Bartenders' Int. League, No. 137	C. Stroms	Savoy Hotel	H. Edsall	58 Colborne St.	2nd and 4th Sundays in month.
Int. Alliance Billposters and Billers, No. 22	W. Jenkins	1 Marmora St.	C. Vincent	673 Lorne Ave.	2nd Sunday in month.
Int. Brewery Workers' Union, No. 381	J. Loney	450 Pall Mall	D. Campbell	114 Simcoe St.	3rd Friday in month.
Bricklayers', Masons' and Plasterers' Int. Union, No. 5	W. Steinhoff	cor. St. George	H. Rymill	491 Oxford St.	1st and 3rd Tuesdays in month.

DIRECTORY OF LABOUR ORGANIZATIONS IN ONTARIO.—Continued.

Name of Organization	Name of President	President's Address	Name of Secretary	Secretary's Address	Nights of Meeting
London.—Continued.					
Bro. of Railway Carmen, No 488	A. Totten	639½ Queen's Ave.	J. Lawton	92 Hillabough St.	1st Thursday in month.
United Bro. Carpenters and Joiners, No. 1946	W. Ellis	London	J. Hill	22 Linwood St.	1st and 3rd Tuesdays in month.
United Bro. Carpenters and Joiners, No. 2615	W. Ellis	20 Alexander St.	J. Tanton	379 Waterloo St.	1st and 3rd Tuesdays in month.
Cigarmakers' Int. Union, No. 278	J. Hevey	London	J. McKenzie	Room 11, Dowler Bldg.	1st and 3rd Tuesdays in month.
Order of Railway Conductors, No. 16	S. Ayers	817 Maitland St.	H. Heath	250 Queen's Avenue	1st and 3rd Sundays in month.
Int. Bro. of Electrical Workers, No. 120	G. Bonser	49 Miles St.	A. Bryce	171 High St.	Last Thursday in month.
Bro. of Locomotive Engineers, No. 68	H. McHarg	70 Hamilton Road	J. Irwin	745 Dundas St.	1st Sunday and 3rd Thursday in month.
Bro. of Locomotive Engineers, No. 528	R. Rurr	572 Oxford St.	C. Elliott	847 Princess St.	1st and 3rd Sundays in month.
Amalgamated Society of Engineers, No. 854	A. Tait	463 Dufferin Ave.	G. Scollick	583 Grey St.	Every Friday in month.
Canadian Asso. of Stationary Engineers, No. 30	G. Galloway	105 Duchess Ave.	C. Walters	London Electric	2nd and 4th Fridays in month.
Bro. of Loco. Firemen and Enginemen, No. 117	J. Richardson	858 Lovett St.	W. Hall	192 Rectory St.	2nd and 4th Sundays in month.
Bro. of Loco. Firemen and Enginemen, No. 468	D. McAuley	939 Lorne Ave.	J. Yorke	624 Princess Ave.	2nd and 4th Sundays in month.
Federated Asso. of Letter Carriers, No. 4	E. Smith	493 Oxford St.	W. Corpe	130 Grey St.	1st Wednesday in month.
Int. Asso. of Machinists, No. 383	M. St. Clair	Hillcrest	A. Edwards	514 Quebec St.	2nd Tuesday in month.
Int. Bro. of Maintenance of Ways Employees, No. 195	D. Campbell	8 Thorton Ave.	D. Walsh	381 Central Ave.	Last Saturday in month.
Amer. Federation of Musicians, No. 279	H. Wooster	210 Wharnccliffe Rd.	C. Perrin	352 Adelaide St.	4th Sunday in month.
Int. Moulders' Union, No. 37	W. Mullough	Ealing P.O.	H. Ledlett	138 Dreaney Ave.	1st Thursday in month.
Int. Metal Polishers, Buffers, Platers and Brass Workers, No. 32	J. Cummins	Chelsea Green P.O.	C. Bailey	85 Hamilton Road	2nd and 4th Fridays in month.

Int. Metal Polishers, Buffers, Platers and Brass Workers, No. 54	W. Kew	Dorinda St.	F. Powell	15 Chester St. ....	.....
Int. Bro. of Painters, Decorators and Paperhangers, No. 910	G. Jackson	307 Hill St.	A. Bamford	77 Duchess Ave.	2nd and 4th Wednesdays in month.
Int. Printing Pressmen and Assistants, No. 173	F. Brain	19 Regina St.	H. Smythe	90 Dreaney Ave.	2nd Monday in month.
Jour. Stonecutters' Assn. of N. America	T. Harper	2 Shirley Ave.	H. Boyd	875 Adelaide St.	2nd and 4th Wednesdays in month.
Order of Railway Telegraphers, No. 1	L. Eddy	Marcellus, Mich.	D. Shaw	867 Waterloo St.	Call of President.
Int. Alliance of Theatrical Stage Employees, No. 105 ..	W. Burrows	Box 427, London	C. Flint	Box 427, London	1st and 3rd Sundays in month.
Bro. of Railway Trainmen, No. 240	W. (Ripps)	441 English St.	W. Harris	27 Victor St.	1st and 3rd Sundays in month.
Bro. of Railway Trainmen, No. 415	R. Robinson	924 Lorne Ave.	L. Johnston	478 Central Avenue ...	2nd and 4th Sundays in month.
Int. Typographical Union, No. 133	A. Wheatley	421 South St.	J. Hylton	40 Albion St.	1st Saturday in month.
Merrittton: United Bro. Carpenters and Joiners, No. 1402	A. Stuart	Merrittton	R. Thompson	Box 92, Merrittton	1st and 3rd Wednesdays in month.
Midhurst: Int. Bro. of Maintenance of Ways Employees, No. 217 ..	J. McCracken	Craighurst	R. Treadwell	Midhurst	Call of President.
Midland: National Asso. Marine Engineers, No. 12	J. Silverthorn	Midland	R. Smith	Box 179, Midland	Every Thursday during winter months.
Int. Longshoremen's Association, No. 199	J. Lesprances	Midland	D. Hall	Midland	1st and 3rd Tuesdays in month.
Milverton: Int. Bro. of Maintenance of Ways Employees, No. 163 ..	R. McCord	Perth St., Guelph	J. Elliott	Box 139, Milverton ...	Last Friday in month.
Mimico: Bro. of Locomotive Engineers, No. 747	D. Campbell	Mimico P.O.	W. Edwards	Box 124, New Toronto.	1st Thursday and 2nd Sunday in month.
Niagara Falls: Bricklayers' Masons' and Plasterers' Int. Union, No. 27	J. Lyon	63 Kitchener St.	W. Charles	198 North St.	Every Thursday in month.

DIRECTORY OF LABOUR ORGANIZATIONS IN ONTARIO.—Continued.

Name of Organization	Name of President	President's Address	Name of Secretary	Secretary's Address	Nights of Meeting
Niagara Falls.—Continued.					
United Bro. Carpenters and Joiners, No. 713	W. Famont	15 Ellis St.	A. Schuett	103 Simcoe St.	Every Wednesday in month.
United Bro. Carpenters and Joiners, No. 2624	A. Smith	99 Huron St.	W. Bromhall	74 Victoria St.	2nd and 4th Fridays in month.
Bro. of Locomotive Engineers, No. 237	W. O'Grady	61 Huron St.	W. Stuart	224 Bridge St.	1st and 3rd Sundays in month.
Int. Steam and Operating Engineers, No. 232	G. Pay, Jr.	46 Huron St.	C. Langdon	Thorold	1st and 3rd Sundays in month.
Bro. of Loco. Firemen and Enginemen, No. 487	J. Burch	119 St. Lawrence Ave.	S. Lovell	19 Ellis St.	Every Monday in month.
Federated Asso. of Letter Carriers, No. 36	J. Rothchild	169 Main St.	R. Ross	81 McRae St.	1st Wednesday in month.
Bro. of Painters, Decorators and Paperhangers, No. 631.	F. Wilson	50 Clarke Ave.	A. Hougale	69 Ellen St.	1st and 3rd Mondays in month.
United Asso. of Plumbers and Steamfitters, No. 667	G. Washington ..	1400 Sugar St.	S. Hanna	154 Queen St.	Every Tuesday in month.
Bro. of Railway Trainmen, No. 379	C. Ortt	13 Ellis St.	H. Strange	149 Victoria St.	2nd and 4th Fridays in month.
North Bay:					
Int. Bro. Blacksmiths and Helpers, No. 474	R. Forsythe	North Bay P.O.	W. Peever	260 Cassells St.	4th Wednesday in month.
Int. Bro. of Bollermakers and Iron Ship Builders, No. 417 ..	A. Lye	Main St.	F. Carruthers ..	Box 1775, North Bay..	2nd and 4th Mondays in month.
United Bro. Carpenters and Joiners, No. 2625	D. O'Connell	General Delivery	H. Tipler	General Delivery	1st and 3rd Mondays in month.
Bro. of Railway Carmen, No. 192	D. McLachlan	Box 468, North Bay....	R. Moffatt	Box 1526, North Bay..	4th Thursday in month.
Bro. of Locomotive Engineers, No. 308	J. Nelson	Box 1614, North Bay....	G. Drake	Box 567, North Bay...	1st and 3rd Sundays in month.
Bro. of Locomotive Engineers, No. 723	J. McKerrow	Box 1931, North Bay....	J. Morris	Box 286, North Bay...	2nd and 4th Sundays in month.
Bro. of Loco. Firemen and Enginemen, No. 234	J. Gagnon	North Bay	F. Allan	Box 1082, North Bay..	1st Tuesday in month.
Bro. of Loco. Firemen and Enginemen, No. 791	S. Neuman	Box 1060, North Bay..	R. Vincent	Box 660, North Bay...	1st and 3rd Sundays in month.

Order of Railway Conductors, No. 242	J. Jessup	Box 1279, North Bay..	J. Falby	Box 287, North Bay...	2nd Monday in month.
Int. Bro. of Maintenance of Ways Employees, No. 244...	S. Frost	Box 830, North Bay...	D. Wilson	Box 58, Mattawa	Last Saturday in month.
Bro. of Railway Trainmen, No. 249	J. Bradford	North Bay	J. McKerrow	Box 292, North Bay...	2nd and 4th Sundays in month.
Bro. of Railway Trainmen, No. 815	W. Lee	1206 American Trust, Cleveland, Ohio	J. McKerrow	Box 292, North Bay...	.....
Orangeville: Int. Bro. of Maintenance of Ways Employees, No. 214...	W. Sithes	Inglewood	R. McIntosh	345 14th St. E., Owen Sound	Last Saturday in March, June, Sept. and Dec.
Orillia: Bricklayers', Masons' and Plasterers' Int. Union, No. 18	R. Graham	Cedar St.	B. Glenister	116 Cedar St.	1st and 3rd Tuesdays in month.
United Bro. Carpenters and Joiners, No. 1607	W. Richardson ..	245 Lavincourt	P. Heslin	91 Albert St.	1st and 3rd Thursdays in month.
Oshawa: Bricklayers', Masons' and Plasterers' Int. Union, No. 20	H. Canfield	Simcoe St.	C. Nicolls	Box 319, Oshawa	1st and 3rd Thursdays in month.
United Bro. Carpenters and Joiners, No. 2627 .....	.....	.....	W. Nicolls	16 Oak St.	1st and 3rd Tuesdays in month.
Int. Bro. of Maintenance of Ways Employees, No. 20....	A. Honeywell	Port Hope.....	G. Tummon	Leaside	Call of President.
Int. Moulders' Union, No. 136	A. Robinson	Celina St.	C. Gilles	15 Fairbanks St.	3rd Thursday in month.
Ottawa: Canadian Bakers and Confee- tioners, No. 101	J. Corbiel	23 Florence St	H. Breary	162 Stanley Ave.	1st Saturday in month.
Jour. Barbers' Int. Union, No. 704	A. Aubrey	Westboro P.O.	G. Macdonald	543 Bay St.	2nd and 4th Mondays in month.
Int. Bro. of Bookbinders, No. 173	F. Parent	47 Rue Maisonneuve Hull.	W. McDowell	335 James St.	2nd Friday in month.
Int. United Brewery Workers, No. 365	F. Francier	Ottawa	A. Orridge	394 Wellington St....	2nd Friday in month.
Bricklayers', Masons' and Plasterers' Int. Union, No. 7	A. Brown	5 Roseberry Ave.	A. Findlay	Westboro' P.O.	2nd Monday in month.
Bricklayers', Masons' and Plasterers' Int. Union, No. 14	J. Cameron	265 Parkdale Ave.	J. Sandeman	182 Drummond St.	2nd Monday in month.
United Bro. Carpenters and Joiners, No. 93	J. Johnson	98 Loretta St.	F. Green	21 River Lane	Every Thursday in month.

DIRECTORY OF LABOUR ORGANIZATIONS IN ONTARIO.—Continued.

Name of Organization	Name of President	President's Address	Name of Secretary	Secretary's Address	Nights of Meeting
<i>Ottawa.—Continued.</i>					
Bro. of Railway Carmen, No. 230	C. Leach	19 Armstrong Ave.	W. Shaw	123 Eccles St.	4th Thursday in month.
Order of Railway Conductors, No. 29	R. Morton	585 Lisgar St.	J. Morris	305 Bronson Ave.	2nd and 4th Sundays in month.
Amalgamated Society of Engineers, No. 885	E. Rooke	Ottawa	R. Matheson	121 Percy St.	1st and 3rd Fridays in month.
Bro. of Locomotive Engineers, No. 168	D. Cody	184 Bayswater Ave.	J. Chisholm	603 Wellington St.	2nd and 4th Sundays in month.
Bro. of Locomotive Engineers, No. 469	P. Roy	9 Second St.	I. Johnson	137 Hawthorne Ave....	Alternate Sundays in month.
Int. Steam and Operating Engineers, No. 473	C. Lewis	21 Garland St.	C. Lake	12 Larch St.	2nd and 4th Wednesdays in month.
Bro. of Loco. Firemen and Enginemen, No. 81	J. Halden	77 College Ave.	J. Eldridge	69 Frank St.	2nd and 4th Thursdays in month.
Bro. of Loco. Firemen and Enginemen, No. 172	T. Smyth	18 St. Francis St.	A. McIntosh	533 Somerset St.	2nd and 4th Fridays in month.
Federal Labour Union, No. 20	Miss M. Murphy	592 Albert St.	Miss C. O'Sullivan	317 Catharine St.	3rd Monday in month.
Int. Asso. of Machinists, No. 412	E. Neumann	65 Anderson St.	E. Patterson	9 Norfolk Ave.	2nd and 4th Thursdays in month.
Amal. Sheet Metal Workers' Int. Alliance, No. 47	W. Morgan	23 Rosemount Ave.	H. Kerr	288 Kent St.	1st and 3rd Thursdays in month.
Int. Moulders' Union, No. 280	T. Howe	Ottawa	R. Ferguson	71 Union St.	1st and 3rd Thursdays in month.
Int. Alliance Moving Picture Operators, No. 257	W. Hay	126 Sparks St.	F. Montreuil	16 Ladouceur Ave....	2nd Sunday in month.
American Federation of Musicians, No. 180	J. Delaney	Wellington St.	E. Cockburn	423 Lisgar St.	Last Sunday in month.
Int. Bro. of Painters, Decorators and Paperhangers, No. 200	H. Herbert	40 Turner St.	E. Brandt	57 Bayswater Ave.	1st and 3rd Mondays in month
Int. Asso. of Plasterers, No. 124	A. Bellman	Laurentian P.O.	E. Lenton	5 Centre St.	1st and 3rd Tuesdays in month.
Int. Plasterers' Labourers' Union, No. 1	J. Robertson	Vittoria St.	C. Alexander	Cummings Bridge P.O.	.....

United Asso. Plumbers and Steamfitters, No. 71	G. Newsome	407 McLaren St.	W. Fogarty	374 Slater St.	2nd and 4th Fridays in month.
Int. Printing Pressmen's Union, No. 5	W. Duffey	15 Euclid Ave.	A. Larden	327 Bell St.	3rd Friday in month.
Int. Steel and Copper Plate Printers, No. 6	E. Lane	76 Preston St.	J. McNeill	27 Lorne Ave.	1st Wednesday and 3rd Friday in month.
Int. Alliance Theatrical Stage Employees, No. 95	J. Campbell	118 Fourth Ave.	R. Marcil	213 Cathcart St.	1st Sunday in March.
Int. Stereotypers and Electrotypers, No. 50	T. Miller	23 Clegg St.	W. Hague	125 Noel St.	1st Wednesday in month.
Jour. Stonecutters' Asso. of N. America	D. Rae	475 Gladstone Ave.	J. Jackson	333 Powell Ave.	2nd Friday in month.
Amal. Asso. Street and Electric Railway Employees, No. 279	F. Orange	418 Bronson Ave.	H. Bradley	105 Hamilton Ave.	1st and 3rd Tuesdays in month.
Jour. Tailors' Union of America, No. 143	W. Armstrong	506 Bank St.	C. Milne	438 McLeod St.	2nd Tuesday in month.
Commercial Telegraphers' Union, No. 43	T. Smith	143 Rupert St Winnipeg, Man.	D. McNaughton	10 Plymouth Ave., Ottawa	3rd Sunday in month.
Commercial Telegraphers' Union, No. 52	C. Bradley	227 Nepean St.	S. Taylor	220 Murray St.	1st and 3rd Sundays in month.
Bro. of Railway Trainmen, No. 129	P. Boucher	6 Stirling Ave.	Hyde Clarke	61 Lloyd St.	1st and 3rd Sundays in month.
Bro. of Railway Trainmen, No. 185	J. Maloney	62 Henderson Ave.	H. Brown	540 Lyon St.	Alternate Sundays in month.
Int. Typographical Union, No. 102	P. Draper	112 Florence St.	A. Sheppard	159 Stanley Ave.	1st Saturday in month.
National Typographical Union, No. 1	A. Dunn	Ottawa	F. Guthaus	209 Mackay St.	2nd Saturday in month.
Owen Sound: Int. Moulders' Union, No. 413 Jour. Stonecutters' Asso. of North America	S. French	2006 5th Ave. W.	W. Cornwith	1673 4th Ave. W.	1st and 3rd Tuesdays in month.
Palmerston: Order of Railway Conductors, No. 492	D. Fraser	359 5th Ave.	E. Gaskell	1132 4th Ave. E.	1st and 3rd Tuesdays in month.
Bro. of Loco. Firemen and Enginemen, No. 181	D. Cox	Palmerston	W. Komph	Palmerston	2nd Sunday and 4th Monday in month.
Int. Bro. of Maintenance of Ways Employees, No. 468	T. Renwick	Palmerston P.O.	A. Manser	Box 79, Palmerston ...	2nd and 3rd Sundays in month.
Bro. of Railway Trainmen, No. 39	B. Kearns	Palmerston	C. Hancock	Palmerston	4th Saturday in month.
	C. Mack	Palmerston	E. Everitt	Box 50 Palmerston ...	1st and 3rd Sundays in month.

DIRECTORY OF LABOUR ORGANIZATIONS IN ONTARIO.—Continued.

Name of Organization	Name of President	President's Address	Name of Secretary	Secretary's Address	Nights of Meeting
Parry Sound:					
Bro. of Railway Carmen, No. 157	W. Tucker	Parry Sound P.O.	G. Slaughter	Box 608	3rd Thursday in month.
Bro. of Locomotive Engineers, No. 728	F. Hudson	Box 684	W. Morrison	Box 666	1st and 3rd Sundays in month.
Bro. of Loco. Firemen and Enginemen, No. 584	A. Matthews	Box 658	E. Hurd	Box 658, Parry Sound.	2nd and 4th Sundays in month.
Peterborough:					
Bartenders' Int. League, No. 293	W. Evans	550 Sherbrooke St....	J. Chambers	424 George St.	Last Saturday in month.
Bricklayers', Masons' and Plasterers' Int. Union, No. 17	D. Wires	Peterborough P.O.	W. Stevens	Box 928, Peterboro' ..	1st and 3rd Tuesdays in month.
Int. Bro. of Electrical Workers, No. 261	P. Adamson	McGill St.	C. Seymour	193 Smith St.	2nd and 4th Wednesdays in month.
Int. Hodecarriers' and Building Labourers' Union, No. 311 ..	T. Williams	466 Bon Accord St....	R. Mitchell	336 Water St.	2nd Friday in month.
Int. Asso. of Machinists, No. 435	W. Bryden	Rubridge St.	F. Kite	47 Lafayette Ave.	2nd and 4th Wednesdays in month.
Int. Moulders' Union, No. 191 ..	G. Ahearn	496 Elm St.	W. Mowry	457 Cedar St.	1st and 3rd Thursdays in month.
Amal. Asso. of Street and Electric Railway Employees, No. 622	J. Collins	555 Romaine St.	J. Drummond	Brownston P.O.	2nd Sunday in month.
Jour. Tailors' Union of America, No. 23 .....	.....	.....	A. Ward	510 Water St.	4th Tuesday in month.
Int. Typographical Union, No. 248	C. Hammacott ..	88 McDonnell St.	G. Myland	688 George St.	1st Saturday in month.
Porcupine:					
Western Federation of Miners, No. 145	H. Girvin	South Porcupine	O. Cote	Box 521, Porcupine ...	Saturday.
Port Arthur:					
Bartenders' Int. League of America, No. 757	J. Walters	Vendome Hotel	G. Trotter	Algoma Hotel	1st Sunday in month.
Bro. of Railway Carmen, No. 347	D. Brookes	Pine St.	F. Roberts	411 Mark St.	3rd Wednesday in month.

United Bro. Carpenters and Joiners, No. 2629.....	J. Fearon	43 Carrie St.	W. Mantle	218 Banning St.	2nd and 4th Mondays in month.
Order of Railway Conductors, No. 536	F. Twiss	377 Bay St.	J. Ferguson	38 Crown St.	2nd and 4th Mondays in month.
International Steam Shovel and Dredgemen, No. 9	W. Fields	88 North Hill St., Port Arthur	L. Tulloch	415 North Syndicate Ave., Fort William.	3rd Saturday in month.
Int. Bro. of Electrical Workers, No. 360	R. Burns	107 College St.	D. Waid	237 Arthur St.	2nd and 4th Wednesdays in month.
Canadian Asso. of Stationary Engineers, No. 29	G. Ihey	Port Arthur	S. Smith	506 Van Norman St.	1st and 3rd Fridays in month.
Bro. of Locomotive Engineers, No. 631	W. Bennett	194 N. Algoma St.	W. Nash	2 Machar Ave.	1st and 3rd Tuesdays in month.
Bro. of Loco. Firemen and Enginemen, No. 593	E. Schaubacker	310 Fort St.	W. McDonald	195 Park St.	2nd and 4th Fridays in month.
Int. Asso. of Marine Engineers, No. 16	H. Cross	392 Ambrose St.	W. Sweet	11 Ontario St.	Mondays.
Int. Longshoremen's Asso (Coal Handlers), No. 319	W. Niemi	159 Banning St., Port Arthur	J. Tiboni	521 McIntosh St., Fort William	Call of President.
Int. Asso. of Machinists, No. 820	H. Brown	Shortis St.	A. Boyd	368 Wiley St.	3rd Tuesday in month.
Jour. Stonecutters' Asso. of North America	J. Gibson	Jean St., Port Arthur.	H. Grant	Prince Arthur Boulevard, Fort William..	2nd and 4th Wednesdays in month.
Int. Typographical Union, No. 575	E. Price	Jean St.	T. Wynn	107 Prospect Ave.	2nd Tuesday in month.
Port Hope:					
Int. Moulders' Union, No. 189 Preston:	A. Berryhill	Port Hope	C. McElroy	Box 505, Port Hope...	1st and 3rd Mondays in month.
United Bro. Carpenters and Joiners, No. 2630	T. Octoby	Commercial Bldg., Galt.	G. Mather	Box 57, Preston	2nd and 4th Mondays in month.
Int. Metal Polishers, Buffers, etc., No. 27	A. Wright	Preston P.O.	F. Schartzberg	Box 374, Preston	3rd Friday in month.
Int. Stove Mounters' Union, No. 11	J. Hunter	Waterloo St.	J. Tobin	Dover St.	2nd Thursday in month.
Rainy River:					
Bro. of Railway Carmen, No. 436	D. Sandvik	Rainy River	W. Turner	Box 131, Rainy River..	1st and 3rd Thursdays in month.
Order of Railway Conductors, No. 30	C. Bennett	Rainy River	J. Kaulback	Box 81, Rainy River..	1st and 3rd Sundays in month.
Bro. of Locomotive Engineers, No. 749	M. Solomon	Rainy River	R. Fierheller	Box 74, Rainy River..	2nd and 4th Wednesdays in month.

DIRECTORY OF LABOUR ORGANIZATIONS IN ONTARIO.—Continued.

Name of Organization	Name of President	President's Address	Name of Secretary	Secretary's Address	Nights of Meeting
Port Arthur.—Continued.					
Bro. of Loco. Firemen and Enginemen, No. 750	A. Henderson	Box 37, Rainy River ...	F. Rasmussen	Box 256, Rainy River...	2nd and 4th Thursdays in month.
Bro. of Railway Trainmen, No. 828	V. Bartlett	Rainy River	W. Rutter	Box 162, Rainy River.	2nd and 4th Sundays in month.
Ramsay Station:					
Int. Bro. of Maintenance of Ways Employees, No. 237..	G. Tennant	Chapleau	F. Darby	Woman River	1st of month.
Redditt:					
Bro. of Railway Carmen, No. 549	C. Randall	Redditt P.O.	W. Young	Redditt P.O.	3rd Saturday in month.
St. Catharines:					
Jour. Barbers' Int. Union, No. 1	J. Bessey	St. Paul St.	A. Haynes	293 St. Paul St.	1st and 3rd Mondays in month.
Int. Brewery Workers' Union, No. 305	J. Stack	22 Maple St.	S. Marriott	16 St. Paul St.	3rd Friday in month.
Bricklayers', Masons' and Plasterers' Int. Union, No. 4	W. Stroud	St. Catharines	A. Greenlaw	29 Decatah St.	Every Tuesday in month.
United Bro. Carpenters and Joiners, No. 2632	A. Chapman	9 Alberta St.	O. Leach	Richmond Ave.	2nd and 4th Thursdays in month.
United Bro. Carpenters and Joiners, No. 38	M. Murphy	Queenston St.	J. Webb	Box 353, St. Catharines	Every Friday in month.
Cigarmakers' Int. Union, No. 140	W. Haynes	131½ Cherry St.	Leo. Coyle	138 Church St.	1st Saturday in month.
Federated Association of Letter Carriers, No. 17	H. Reynolds	70 Queen St.	J. Murphy	30 Nainer St.	Call of President.
Int. Association of Machinists No. 268	—, Tutty	Thorold P.O.	J. Rothwell	4 Chaplin Ave.	2nd and 4th Fridays in month.
Metal Polishers, Buffers, etc., No. 97	G. Adam	Merrittton	L. Shaw	149 Russell Ave.	1st and 3rd Fridays in month.
Moulders' Int. Union, No. 385	H. Grey	63 Queenston St.	H. Grey	63 Queenston St.	4th Tuesday in month.
American Federation of Musicians, No. 299	F. Weis	St. Catharines	G. Cameron	78 North St.	Every Sunday in month.
Bro. of Painters, Decorators, etc., No. 407	H. Colter	St. Catharines	W. Ontram	30 Nelson St.	2nd and 4th Wednesdays in month.

Patternmakers' League of N. America	C. Bowery	67 York St.	J. Manning	22 Haynes Ave.	2nd Friday in month.
Plumbers' and Steamfitters' Association, No. 244	E. Peart	16 Water St.	H. Oliver	31 Beach St.	Every Thursday in month.
Jour. Tailors' Int. Union, No. 235	A. Coyle	Grand Central Hotel ..	J. Wiley	9 Louisa St.	1st Wednesday in month.
St. Mary's: American Federation of Musicians, No. 465	A. Vize	St. Mary's	J. Mullarkey	Box 528, St. Mary's ..	20th of each month.
Jour. Stonecutters' Association of N. America	C. Frank	St. Mary's	W. McCauley	Box 372, St. Mary's ..	1st and 3rd Tuesdays in month.
St. Thomas: Bartenders' Int. League, No. 683	W. Wintemberg ..	62 Manitoba St.	C. Ross	25 Park Ave.	2nd Sunday in month.
Can. Blacksmiths and Helpers, No. 94	J. Lumley	11 West Ave.	J. Wall	84 Chestnut St.	1st and 3rd Tuesdays in month.
Boilermakers and Helpers of America, No. 413	F. Brooks	5 Nama St.	F. Roberts	61 Wilson Ave.	2nd and 4th Tuesdays in month.
Bricklayers', Masons' and Plasterers' Int. Union, No. 8 ..	J. Fulcher	St. Thomas	O. Beal	83 Erie St.	2nd and 4th Mondays in month.
Bro. of Railway Carmen, No. 304	C. Bolton	St. Thomas	F. Thompson	163 Wellington St. ..	1st and 3rd Thursdays in month.
Cigarmakers' Int. Union, No. 420	C. Berry	23 East Ave.	A. Cook	91 Hiawatha St.	1st Friday and 3rd Saturday in month.
Order of Railway Conductors, No. 13	E. Adderman	58 Chestnut St.	J. Ryan	31 Jonas St.	2nd and 4th Sundays in month.
Bro. of Locomotive Engineers, No. 132	J. McCormick	19 Second Ave.	T. Duffey	Wellington St.	Every Monday in month.
Bro. of Locomotive Engineers, No. 529	D. Dalton	51 Malakoff St.	A. Martin	52 Manitoba St.	Every Tuesday in month.
Bro. of Locomotive Engineers, No. 661	W. Mackenzie	120 Ross St.	H. Buckpitt	45 Mitchell St.	Every Wednesday in month.
Amal. Society of Engineers, No. 859	H. Worley	83 Woodward Ave. ...	R. Edleston	1 Smith Ave.	Alternate Mondays in month.
Bro. of Locomotive Firemen and Enginemen, No. 5	J. McCormick	2 St. Catharines St. ...	W. Richardson	687 Talbot St.	Every Friday in month.
Federated Association of Letter Carriers, No. 23	J. McDonald	435 Talbot St.	C. Stinchcombe	27 Divaissa St.	Last Monday in month.
Int. Association of Machinists, No. 294	G. Richardson ..	104 Hughes St.	J. Stewart	218 Wellington St. ...	1st and 3rd Tuesdays in month.
Bro. of Railway Signalmen, No. 27	L. Hoover	Ridgetown	J. Rinch	105 Gladstone Ave. ...	2nd Friday in month.

DIRECTORY OF LABOUR ORGANIZATIONS IN ONTARIO.—Continued.

Name of Organization	Name of President	President's Address	Name of Secretary	Secretary's Address	Nights of Meeting
St. Thomas.—Continued.					
Jour. Tailors' Int. Union, No. 141	J. Thompson	73 Flora St.	W. Abernethy	80 Ross St.	4th Monday in month.
Bro. of Railway Trainmen, No. 47	I. McNiece	68 Roseberry Place ..	H. Sharp	2 John St.	Every Monday in month.
Sarnia:					
Bricklayers', Masons' and Plasterers' Int. Union, No. 23	J. Park	Milton St.	A. Shirley	288 Confederation St.	1st and 3rd Mondays in month.
Order of Railway Conductors, No. 189	C. Cowley	369 Wellington St.	H. Bell	288 Campbell St.	1st and 3rd Tuesdays in month.
Bro. of Locomotive Engineers, No. 240	M. McLeod	414 Wellington St.	J. Copeland	140 Savoy St.	Alternate Thursdays in month.
Bro. of Locomotive Firemen and Enginemen, No. 221	G. Harris	219 Kathleen Ave.	F. McLean	35 Russell St.	Every Friday in month.
United Garment Workers, Union, No. 278	Miss K. Watman	334 Milton St.	Miss T. Hall	345 Marie St.	1st Monday in month.
Bro. of Railway Trainmen, No. 227	L. McIntosh	College Ave.	J. Morrison	398 Campbell St.	1st and 3rd Thursdays in month.
Sault Ste. Marie:					
Bricklayers', Masons' and Plasterers' Int. Union, No. 16	A. Wollford	149 Cathcart St.	W. Ramsay	408 Wellington St.	Every Thursday in month.
United Bro. Carpenters and Joiners, No. 2633	W. Jeffery	38 Wemyss St.	G. Reid	42 Murray St.	1st Monday in month.
Order of Railway Conductors, No. 429	F. Swift	526 Elizabeth St.	J. Hawkshaw	c-o A. C. R.	3rd Sunday in month.
Federated Asso. of Letter Carriers, No. 42	R. Miskimmons ..	Walnut St.	J. Johnston	356 Albert St.	1st and 3rd Wednesdays in month.
Bro. of Locomotive Engineers, No. 67	N. Fulcher	Sault Ste. Marie	J. Cleminson	444 John St.	1st and 3rd Wednesdays in month.
Bro. of Locomotive Firemen and Enginemen, No. 606 ..	J. Reilly	508 Wellington St.	T. Ralph	191 Church St.	1st Thursday and 2nd and 3rd Saturday in month.
Int. Asso. of Machinists, No. 485	J. Pratt	82 Tancred St.	W. Colebrook ..	140 Murray St.	1st and 3rd Thursdays in month.

Int. Bro. of Maintenance of Ways Employees, No. 491 ..	W. Wamsley	Echo Bay	W. Jewkes	269 Bruce St.	Last Saturday in month.
Int. Bro. of Papermakers, No. 133	L. Shields	Murray St.	A. McLeod	53 Cathcart St.	2nd and 4th Sundays in month.
United Asso. of Plumbers, etc., No. 414	A. Maidment	66 Dufferin St.	J. Dew	275 Bruce St.	2nd and 4th Thursdays in month.
Schreiber:					
Order of Railway Conductors, No. 573			J. Corbett	Box 37, Schreiber	2nd and 4th Tuesdays in month.
Bro. of Locomotive Engineers, No. 562	W. Furlonger ..	Box 57, Schreiber ..	A. Bible	Schreiber	1st and 3rd Fridays in month.
Bro. of Locomotive Firemen and Enginemen, No. 387 ..	J. Sheehan	Box 55, Schreiber ..	E. Cambridge ..	Schreiber	1st Sunday and 3rd Wednesday in month.
Int. Association of Machinists, No. 69	W. Lester	Schreiber	J. Wilson	Schreiber	2nd and 4th Thursdays in month.
Int. Association of Machinists (Helpers), No. 927	W. Webb	Schreiber	W. Pullen	Box 226, Schreiber ..	1st and 4th Thursdays in month.
Int. Bro. of Maintenance of Ways Employees, No. 260 ..			W. Sparkes	Schreiber	Call of President.
Bro. of Railway Trainmen, No. 419	T. J. Kennedy ..	Schreiber	J. M. Kennedy ..	Schreiber	2nd and 4th Sundays in month.
Silver Centre:					
Western Federation of Miners, No. 148	A. McGrath	Silver Centre	F. Gaffney	Silver Centre	Every Sunday in month.
United Bro. Carpenters and Joiners, No. 2634	J. Pratt	Simcoe P.O.	J. Dickson	Box, 105, Simcoe ..	1st and 3rd Thursdays in month.
Sioux Lookout:					
Bro. of Railway Carmen, No. 428	B. Wilson	Box 5, Sioux Lookout.	J. Gemmell	Box 43; Sioux Lookout	3rd Saturday in month.
Order of Railway Conductors, No. 601	N. Askill	Sioux Lookout	B. Robinson	Box 111, Sioux Lookout	1st and 3rd Sundays in month.
Smith's Falls:					
Jour. Barbers' Int. Union, No. 570	W. Greer	16 Main St.	T. Devlin	18 Main St.	3rd Thursday in month.
Bricklayers', Masons' and Plasterers' Int. Union, No. 21 ..	J. Gardiner	Smith's Falls	H. Weston	Box 81, Smith's Falls.	2nd and 4th Wednesdays in month.
United Bro. Carpenters and Joiners, No. 1047	J. Kerby	Carpenters' Bldgs., 222 E. Michigan St. Indianapolis ..	W. Tynan	Box 868, Smith's Falls	2nd and 4th Fridays in month.

DIRECTORY OF LABOUR ORGANIZATIONS IN ONTARIO.—*Continued.*

Name of Organization	Name of President	President's Address	Name of Secretary	Secretary's Address	Nights of Meeting
Smith's Falls.— <i>Continued.</i>					
Bro. of Locomotive Engineers, No. 381	J. Currie	Smith's Falls	G. McGlaughlin..	Box 342, Smith's Falls	1st and 3rd Tuesdays in month.
Bro. of Locomotive Firemen and Enginemen, No. 479....	T. Richmond	Smith's Falls	W. Young	17 Elmsley St.	2nd and 4th Mondays in month.
Bro. of Locomotive Firemen and Enginemen, No. 518....	E. Lunn	Smith's Falls P.O.	T. Vickers	Smith's Falls P.O.	2nd and 4th Mondays in month.
Int. Bro. of Maintenance of Ways Employees, No. 136 ..	F. Bragg	Avonmore	H. Hewitt	Mountain	Last Saturday in Mar., June, Sept. and Dec. 1st and 3rd Tuesdays in month.
Int. Moulders' Union, No. 201 Stratford:	R. Nichol	Abel St.	G. Crate	21 Davidson St.	
Bro. of Boilermakers and Helpers, No. 3 .....	.....	.....	W. Pepper	120 Nelson St. ....	.....
Bricklayers', Masons' and Plasterers' Int. Union, No. 24	G. Wilson	82 Nelson St.	W. Lewis	107 Milton St.	2nd and 4th Thursdays in month.
United Bro. Carpenters and Joiners, No. 1238	H. Harding	262 Forman Ave.	H. Taylor	47 Chestnut St.	1st Monday in month.
Cigarmakers' Int. Union, No. 424	M. Whalen	111 Nile St.	J. Hagarty	171 St. David St.	1st Wednesday in month.
Order of Railway Conductors, No. 15	T. Higgins	123 Albert St.	R. Buchanan	37 Milton St.	2nd and 4th Sundays in month.
Amalgamated Society of Engineers, No. 597	H. Dickie	Guelph St.	W. Kidnew	108 Mowat St.	Alternate Saturdays in month.
Bro. of Locomotive Engineers, No. 188	C. Robertson	208 Queen St.	W. O'Brien	245 Water St.	1st and 3rd Sundays in month.
Bro. of Locomotive Firemen and Enginemen, No. 38 ..	F. Kennard	143 Well St.	J. Spencer	52 Douro St.	2nd and 4th Sundays in month.
Int. Bro. of Maintenance of Ways Employees, No. 60 ..	E. O'Flaherty	32 Dufferin St.	R. Walker	40 Perth St.	Last Saturday in month.
Int. Bro. Painters, Decorators, etc., No. 746	A. Simpson	132 Mornington St.	F. Pooley	101 Bay St.	4th Monday in month.
Int. Typographical Union, No. 139	G. Wreford	c-o Beacon Office	J. Hockney	149 Rebecca St.	2nd Monday in month.
Sudbury:					
Bricklayers', Masons' and Plasterers' Int. Union, No. 31	B. Carr	Kathleen St.	F. Warrington	343 Mabel St.	1st and 3rd Wednesdays in month.

Int. Bro. of Maintenance of Ways Employees, No. 447.	F. Hooper	Parry Sound	G. Hoefs	Burwash	Last Saturday in month.
United Association of Plumbers, etc., No. 620	H. Stevens	Sudbury P.O.	S. Gardner	Box 437, Sudbury	2nd and 4th Wednesdays in month.
Thorold:					
Int. Bro. of Papermakers, No. 101	F. Hicke	Thorold	J. Kelly	10 Victoria St., St. Catharines	Every Sunday in month.
Int. Bro. Steam Shovel and Dredgemen, No. 55	T. Flannery	Thorold	T. McGovern	Thorold	1st Sunday in month.
Toronto:					
Asbestos Workers' Int. Union, No. 20	W. Calvert	609 Clinton St.	E. Mansfield	187 Carlton St.	2nd and 4th Wednesdays in month.
Bakers' and Confectioners' Can. Union, No. 181	J. Silver	57 Huron St.	J. Glickman	100 Manning Ave.	Every Friday in month.
Jour. Barbers' Int. Union, No. 517	J. Gauntley	735 King St. W.	E. Pierce	3 Grandview Ave.	2nd Thursday in month.
Bartenders' Int. League, No. 280	S. Riggs	106 Queen St. E.	A. O'Leary	248 Havelock St.	4th Sundays in month.
Int. Bro. of Boilermakers and Helpers, No. 548	J. Dobson	280 Perth Ave.	J. Walker	152 Gladstone Ave.	2nd and 4th Wednesdays in month.
National Bro. Boilermakers, etc., No. 1	H. Morehouse	11 Trafalgar St.	J. Falland	296 Royce Ave.	2nd and 4th Fridays in month.
Boot and Shoe Workers' Int. Union, No. 233	S. Macklem	85 Nairn Ave.	W. Brown	190 Coxwell Ave.	Every Monday in month.
Int. Brewery Workers' Union, No. 304	F. Horgan	Toronto	J. Corcoran	Labour Temple	2nd and 4th Fridays in month.
Int. Brewery Workers' Union, No. 317	J. Dowling	119 Leslie St.	J. Kelcher	961 Dundas St.	2nd and 4th Thursdays in month.
Plasterers' Int. Union, No. 2	E. Hammett	372 Lippincott St.	J. Bamber	Labour Temple	Every Monday in month.
Plasterers' Int. Union, No. 26	A. Robb	165 River St.	J. McLeod	91 Munro St.	1st and 3rd Thursdays in month.
Bridge and Structural Iron Workers, No. 4	A. Wilson	Labour Temple	P. Smithson	198 Campbell Ave.	Every Tuesday in month.
Builders' Labourers' Union, No. 1	G. Drover	305 Clinton St.	C. Ayley	260 Sackville St.	Every Tuesday in month.
Bro. of Railway Carmen, No. 258	T. Ashdown	35 Vine St.	D. Carter	349 Royce Ave.	3rd Wednesday in month.
Bro. of Railway Carmen, No. 511	H. Gee	65 Essex Ave.	T. Elliott	470 Salem Ave.	3rd Monday in month.

DIRECTORY OF LABOUR ORGANIZATIONS IN ONTARIO.—*Continued.*

Name of Organization	Name of President.	President's Address	Name of Secretary	Secretary's Address	Nights of Meeting
Toronto.— <i>Continued.</i>					
United Bro. Carpenters and Joiners, No. 27	H. Harrison	210 Harrison St.	C. Moad	638 Brock Ave.	Every Tuesday in month.
United Bro. Carpenters and Joiners, No. 2639	J. Ishewood	120 St. Patrick St.	E. Webster	67 Wood St.	2nd and 4th Mondays in month.
United Bro. Carpenters and Joiners, No. 1358	S. Finklestein	632 Richmond St.	A. Shneider	209 Markham St.	Every Monday in month.
United Bro. Carpenters and Joiners, No. 1553	H. Auld	48 Helendale Ave.	H. Rackham	650 Merton St.	1st and 3rd Fridays in month.
United Bro. Carpenters and Joiners, No. 1820	C. Jarvis	Toronto.	T. Jackson	34 Applegrove Ave.	1st and 3rd Wednesdays in month.
United Bro. Carpenter and Joiners, No. 2641	A. Porter	54 Marjory Ave.	G. Thomson	223 Lippincott St.	2nd and 4th Thursdays in month.
United Bro. Carpenters and Joiners, No. 2642	A. Cheesman	79 Moscow Ave.	W. Mills	115 Arundel Ave.	Alternate Mondays in month.
United Bro. Carpenters and Joiners, No. 2643	J. Rankin	108 Ashburnham Ave.	W. Burrow	28 Ivy Ave.	Alternate Mondays in month.
United Bro. Carpenters and Joiners, No. 2644	T. Gazez	111 Chester Ave.	F. Harvey	20 Bloomfield Ave.	1st and 3rd Tuesdays in month.
Cigarmakers' Int. Union, No. 27	H. Halpin	19 Moss Park Place.	J. Pamphilon	88 Church St.	3rd Monday in month.
Order of Railway Conductors, No. 345	C. Sinclair	415 Runnymede Road.	E. Chapman	142 Medland St.	2nd and 4th Sundays in month.
Order of Railway Conductors, No. 531 .....	.....	.....	C. McDonnell	4 Garnock Ave.	Sundays.
Int. Steam Shovel and Dredge men, No. 46	S. Barclay	260 Gladstone Ave.	T. Roche	2120 Dundas St.	3rd Sunday in month.
Int. Bro. of Electrical Workers, No. 353	W. Robertson	70 Massey St.	A. McAdams	285 St. George St.	Every Wednesday and 2nd and 4th Thursdays in month.
Amalgamated Society of Engineers, No. 862	W. Green	118 Edwin Ave.	J. Prain	1261 Lansdowne Ave.	Alternate Fridays in month.
Bro. of Locomotive Engineers, No. 70	J. Addie	224 Fern Ave.	H. Eastwood	170 Macdonell Ave.	2nd and 4th Sundays in month.
Bro. of Locomotive Engineers, No. 295	A. Scruton	61 McKenzie Cres.	W. Carruthers	73 Laws St.	1st and 3rd Sundays in month.

Bro. of Locomotive Engineers, No. 852	W. Walters	265 Campbell Ave.	J. Shaw	77 Browning Ave.	2nd and 4th Sundays in month.
Int. Steam and Operating En- gineers, No. 152	B. Doyle	118 Hampton Ave.	W. Fairlie	61 River St.	2nd and 4th Wednes- days in month.
Int. Steam and Operating En- gineers, No. 356	J. Nott	6 Ossington Crescent..	W. Buker	135 Montrose Ave.	1st and 3rd Wednes- days in month.
Bro. of Locomotive Firemen and Engineemen, No. 67 ..	G. Crowhurst ..	90 Wolsley St.	J. Pratt	218 Fern Ave.	1st Monday and 3rd Sunday in month.
Bro. of Locomotive Firemen and Engineemen, No. 262 ..	G. Bond	183 Mavety St.	W. Worthington ..	213 Osler Ave.	2nd and 4th Sundays in month.
Garment Workers' Int. Union, No. 14	H. Kroager	110 Bellwoods Ave.	M. Yonpolsky ..	194 Spadina Ave.	Mondays.
Garment Workers' Int. Union, No. 70	H. Silverhart ..	24 Henry St.	M. Cohen	168 Baldwin St.	Tuesdays.
Garment Workers' Int. Union, No. 83	C. Edwards	216 Queen St. W.	H. Dean	105 Robert St.	1st and 3rd Wednes- days in month.
United Garment Workers' Union, No. 185	M. Silverman ..	86 Major St.	L. Galinsky	33 Leonard Ave.	Every Thursday in month.
United Garment Workers' Union, No. 202	H. Gilchrist	55 Galt Ave.	B. Cahoon	49 Beatrice St.	2nd and 4th Fridays in month.
Int. Glass Bottle Blowers' Int. Association, No. 66	Mrs. Harrison ..	164 Palmerston Ave.	Miss Osler	123 Ossington Ave.	2nd Monday in month
Int. Asso. of Glass Workers No. 21	H. Fowles	194 Argyle St.	G. Lawson	101 Sheridan Ave.	1st Saturday in month.
Int. Glove Workers' Union No. 8	J. McKenna	169 Wolfrey Ave.	A. Thompson	96 Hogarth Ave.	2nd and 4th Fridays in month.
Int. Asso. of Granite Cutters. United Cloth Hat and Cap Makers, No. 41	F. Alderton	1235 Gerrard St. E.	C. Haddleton	59 McGee St.	2nd and 4th Thursdays in month.
Int. Wood, Wire and Metal Lathers, No. 97	G. Rae	119½ Marlboro Ave.	J. Smith	117½ Marlboro Ave. ..	4th Wednesday in month.
Federated Association of Let- ter carriers, No. 1	A. Dearlove	77 Yarmouth Road	S. Lipson	281 Dundas St.	Every Monday in month.
Int. Asso. of Lithographers No. 12	W. Green	P.O. Dept.	J. Booth	7 Monteith St.	Every Tuesday in month.
Longshoremen's Int. Associa- tion, No. 646	A. Norman	136 Wallace Ave.	J. Christie	P.O. Dept.	1st Friday in month.
Int. Association of Machinists No. 235	J. Dowling	119 Leslie St.	S. Stalford	22 Central Ave.	2nd and 4th Wednes- days in month.
	R. Armstrong ..	112 Coxwell Ave.	G. Crossman	40 Curzon St.	1st Sunday in month.
				273 Arthur St.	Every Wednesday in month.

DIRECTORY OF LABOUR ORGANIZATIONS IN ONTARIO.—Continued.

Name of Organization	Name of President	President's Address	Name of Secretary	Secretary's Address	Nights of Meeting
Toronto.—Continued.					
Int. Association of Machinists, No. 371	S. Pugh	Annette St.	J. Nichols	200 Fairview Ave.	1st and 3rd Thursdays in month.
Int. Association of Machinists, No. 438	G. Ellis	21 Golden Ave.	A. Newell	1213 Dovercourt Rd. ..	1st and 3rd Fridays in in month.
Mailers' Union, No. 5 (I.T.U.)	T. Morton	501½ Lansdowne Ave. ..	J. Gallagher	50 Beaconsfield Ave. ..	2nd Sunday in month.
Int. Association of Marble Workers, No. 12	R. Hyde	184 Hastings Ave.	E. Cooke	43 Macpherson Ave.	1st and 3rd Thursdays in month.
Int. Association of Marble Workers, No. 100	A. Woods	5 Alpha Ave.	T. Gough	2 Wellesley Ave.	1st and 3rd Fridays in in month.
Moulders' Int. Union, No. 28	A. Kitchen	792 Shaw St.	R. Harris	110 Ossington Ave.	1st and 3rd Wednes- days in month.
Moulders' Int. Union, No. 207	W. Lewis	160 Heward Ave.	W. Jones	324 Bain Ave.	1st and 3rd Fridays in in month.
American Federation of Musi- cians, No. 149	J. Reid	120 Beatrice St.	J. Ball	Musicians' Temple, University Ave.	1st Sunday in month.
Bro. of Painters, Decorators, etc., No. 3	T. Andrews	34 Duchess St.	J. Hopkins	11 Golfview Ave.	2nd and 4th Tuesdays in month.
Bro. of Painters, Decorators, etc., No. 219	J. Neale	32½ Bellwoods Ave.	J. Hoffie	9 Gerrard Place	1st and 3rd Wednes- days in month.
Bro. of Painters, Decorators, etc., No. 737	C. Kirby	210 Sherbourne St.	D. Williams	172 Broadview Ave.	2nd and 4th Wednes- days in month.
Patternmakers' League of N. America	W. Reynolds	85 Manning Ave.	A. Hamilton	181 Macdonell Ave.	2nd and 4th Mondays in month.
Moving Picture Operators Union, No. 173	C. O'Donnell	Labour Temple	W. Shank	19 Rhinhole St.	1st and 3rd Saturdays in month.
Int. Association of Operative Plasterers, No. 48	W. Lamont	142 Yarmouth Road ..	W. Hamilton	307 Salem Ave.	2nd and 4th Thursdays in month.
Plasterers' Labourers' Associ- ation, No. 1	W. Woodgate	39 Hallam St.	J. Fidler	Mount Dennis P.O.	1st and 3rd Tuesdays in month.
United Association of Plum- bers and Steamfitters, No. 46	T. Moses	318 Westmoreland Ave. ..	D. Rattray	324 Margueretta St.	2nd and 4th Fridays in month.
Metal Polishers, Buffers, etc., No. 21	W. Driscoll	103 Fuller St.	C. Kernish	271 Boston Ave.	2nd and 4th Wednes- days in month.
Int. Printing Pressmen's Union No. 10	W. Brooks	299 George St.	A. Balfour	22 Don Crest Road ..	2nd Monday in month.

Int. Webb Pressmen's Union, No. 1	J. Bennett	9 Churchill Ave.	W. Hall	113½ Lansdowne Ave..	3rd Monday in month.
Int. Alliance of Theatrical Stage Employees, No. 58..	J. Henderson ..	56 Summerhill Garden	J. Ferris	247 Huron St.	2nd Sunday in month.
Amal. Sheet Metal Workers' Int. Alliance, No. 30	J. Fraser	21 Earl Grey Road ..	A. Murray	40 Bathgate Ave.	1st and 3rd Fridays in month.
Stereotypers and Electro- typers Int. Union, No. 21..	A. Riddle	229 Richmond St. W..	P. Bowden	12 Hazleton Ave.	1st Thursday in month.
Jour. Stonecutters' Association of North America	T. Steele	166 Glenholme Ave. ..	D. Crockett	340 Montrose Ave.	2nd and 4th Fridays in month.
Amal. Association of Street & Electrical Railway Employ- ees, No. 113	J. Scott	26 Golden Ave.	J. Gibbons	Room 4, Labour Tem..	1st Monday and 3rd Sunday in month.
Jour. Tailors' Union of Amer- ica, No. 37	A. Wise	4 Denison Square	J. Blingerman ..	284 Spadina Ave.	Tuesdays.
Jour. Tailors' Union of Amer- ica, No. 132	A. Wilson	465 Bathurst St.	J. Watt	87 Conduit St.	2nd and 4th Mondays in month.
Tile Layers' and Helpers' Int. Union, No. 37	C. Smith	47 Russett Ave.	R. Death	159 Lansdowne Ave.	1st and 3rd Fridays in month.
Tile and Slate Roofers' Int. Union, No. 39	J. Hall	107 Claremont St.	F. Richards	250 Gerrard St.	1st and 3rd Mondays in month.
Commercial Telegraphers' Union, No. 52	E. Newson	105 Riverdale Ave. ....	.....	.....	.....
Commercial Telegraphers' Union, No. 1	H. Lynch	Box 844, Winnipeg ..	C. Hill	362 Brock Ave.	1st Sunday after 15th of month.
Bro. of Railway Trainmen, No 255	H. Huggins	23 Edna Ave.	J. Davison	168 St. John's Rd.	1st, 3rd, and 5th Sun- days in month.
Bro. of Railway Trainmen, No. 759	W. Burke	17 Roblocke St.	J. King	606 Delaware Ave.	1st and 3rd Sundays in month.
Int. Typographical Union, No. 91	Robert Elliott ..	294 Sorauren Ave.	S. Hadden	77 Victoria St.	1st Saturday in month.
Upholsterers' Int. Union, No. 30	A. Hosier	246 Shaw St.	F. Prior	370 Margueretta St.	1st and 3rd Tuesdays in month.
Walters' and Cooks' Union, No. 300	T. Harding	69 Richmond St. E....	J. Smith	69 Richmond St. E.	Every Wednesday in month.
Trenton:					
Bro. of Locomotive Engineers, No. 837	J. Hawkins	Box 164, Trenton	R. Carmichael ..	Box 164, Trenton	2nd and 4th Sundays in month.
Bro. of Locomotive Firemen and Enginemen, No. 833 ..	W. McCarthy ..	Trenton ..	A. Hall	Box 622, Trenton	1st and 3rd Sundays in month.
Int. Association of Machinists, No. 834	J. Reid	Trenton ..	H. Taylor	Trenton ..	2nd and 4th Wednes- days in month.

DIRECTORY OF LABOUR ORGANIZATIONS IN ONTARIO.—*Concluded.*

Name of Organization	Name of President	President's Address	Name of Secretary	Secretary's Address	Nights of Meeting
Trenton.— <i>Continued.</i>					
Int. Bro. of Maintenance of Ways Employees, No. 280 ..	G. Dawkins	95 George St. Belleville	H. Allison	Trenton ..	4th Thursday in month.
Tweed:					
Int. Bro. of Maintenance of Ways Employees, No. 192..	G. Spooner	Smith's Falls	G. Francis	Tweed ..	Last Saturday in month.
Wallaceburg:					
Glass Bottle Blowers' Int. Association, No. 70	A. Armstrong	Wallaceburg	E. Mathany	Wallaceburg ..	Alternate Saturdays in month.
American Flint Glass Workers' Union, No. 70	A. Dillon	Wallaceburg	C. Schaaf	Box 39, Wallaceburg ..	1st Sunday in month.
Welland:					
Jour. Barbers' Int. Union, No. 740	A. Hay	East Main St.	W. Menzies	24 Major St.	Last Monday in month.
Bricklayers', Masons' and Plasterers' Int. Union, No. 32	G. Scott	Welland ..	T. Allen	Box 987, Welland	Every Wednesday in month.
United Bro. Carpenters and Joiners, No. 969	J. Morrow	Avenue Place	B. Jackson	Box 896, Welland	2nd and 4th Fridays in month.
United Bro. Carpenters and Joiners, No. 2653	W. Newton	Ross St.	R. Clowes	Box 324, Welland	2nd and 4th Mondays in month.
United Garment Workers of America, No. 274	R. Evans	19 Raymond St.	Miss Noble	173 Welland St.	2nd Friday in month.
Int. Association of Machinists, No. 131	E. Bann	Division St.	W. Donald	44 Griffith St.	1st Monday in month.
Int. Moulders' Union, No. 472 ..	J. Wood	Welland ..	E. Jones	Box 272, Welland	1st and 3rd Fridays in month.
Bro. of Painters, Decorators, etc., No. 612	F. George	Ross St.	E. Neal	Elm St.	2nd Wednesday in month.
United Asso. of Plumbers and Steamfitters, No. 595	G. Schrame	254 Main St. N.	J. Gothard	121 Bugar St.	2nd and 4th Thursdays in month.
Order of Railway Telegraphers, No. 16	J. Culkins	Albion, Mich.	J. Staley	Welland ..	Call of Chairman.
Whitby:					
United Bro. Carpenters and Joiners, No. 2654	D. Crombie	Box 673, Whitby	R. Wood	Whitby P.O.	Alternate Mondays in month.

Organization	Name	Address	Meeting Day
Bricklayers', Masons' and Plasterers' Int. Union, No. 6	G. Hewitt	144 Bruce Ave.	Every Tuesday in month.
United Bro. Carpenters and Joiners, No. 494	A. Taggart	15 Peter St.	1st and 3rd Wednesdays in month.
Order of Railway Conductors, No. 494	G. Jackson	114 Goyeau St.	2nd and 4th Sundays in month.
Bro. of Locomotive Engineers, No. 390	R. Sexton	80 Moy Ave.	2nd and 4th Thursdays in month.
National Association of Marine Engineers, No. 11	A. McDonald	28 Crawford Ave.	1st Sunday and 3rd Wednesday in month.
Bro. of Locomotive Firemen and Enginemen, No. 421	E. Brampton	Windsor	3rd Tuesday in month.
Federated Association of Letter Carriers, No. 16	A. Grinham	88 Marantette Ave.	2nd and 4th Tuesdays in month.
Bro. of Painters, Decorators, etc., No. 629	H. Crawford	Sandwich P.O.	1st and 3rd Fridays in month.
Operative Plasterers' Int. Association, No. 345	J. Vanzanten	708 McKinstry Ave. Detroit, Mich.	1st and 3rd Wednesdays and 2nd and 4th Sundays in month.
Plumbers' and Steamfitters' United Association, No. 552	E. White	445 Penn Ave., Detroit, Mich.	1st and 3rd Tuesdays in month.
Bro. of Railway Trainmen, No. 316	T. Barron	38 Curry Ave.	1st and 3rd Wednesdays in month.
Switchmen's Union of North America, No. 184	W. Black	14 Elm Ave.	3rd Friday in month.
Int. Typographical Union, No. 553	H. Buck	Bay St.	2nd and 4th Tuesdays in month.
Bricklayers', Masons' and Plasterers' Int. Union, No. 22	A. Denny	Grant St.	1st and 2nd Tuesdays in month.
United Bro. Carpenters and Joiners, No. 1471	J. Barry	Woodstock	1st Thursday in month.
Int. Moulders' Union, No. 249	S. Barnes	28 Victoria St. N.	
Int. Typographical Union, No. 317			

WAGES AND HOURS OF LABOUR.

Table showing average wages per week and hour, and hours of labour, with comparison between those organized and unorganized in localities as reported; also number of days idle.

Location and Title of Organization.	Average wages per week.		Average wages per hour.		Hours of labour first five days.		Hours on Saturday.		Total hours per week.		Average days idle.
	Organized.	Unorganized.	Organized.	Unorganized.	Organized.	Unorganized.	Organized.	Unorganized.	Organized.	Unorganized.	
ALLANDALE:	\$ c.	\$ c.	c.	c.	varies	varies	varies	varies	varies	varies	120
Order of Railway Conductors, No. 355.....	20 00	20 00	varies	varies	..	..	..	..	..	..	.....
Brotherhood of Locomotive Engineers, No. 486.....	..	..	..	..	..	..	..	..	..	..	.....
Bro. of Locomotive Firemen and Enginemen, No. 442....	10 20	10 20	17	17	50	50	10	10	60	60	.....
Maintenance of Ways Employees, No. 200.....	varies	varies	varies	varies	varies	varies	varies	varies	varies	varies	.....
Brotherhood of Railway Trainmen, No. 377.....											.....
AMHERSTBURG:											
International Rock Drillers' Association, No. 504.....	21 30	21 30	35½	35½	50	50	10	10	60	60	120
Int. Steam Shovel and Dredgemen, No. 20.....	35 00	all org.	44½	all org.	60	.....	12	.....	72	.....	200
BEAVERTON:											
Maintenance of Ways Employees, No. 262.....	12 00	12 00	20	20	50	50	10	10	60	60	.....
BELLEVILLE:											
Journeyman Barbers' International Union, No. 723.....	12 00	12 00	.....	.....	50	50	14	14	64	64	none
Bricklayers, Masons and Plasterers, No. 30.....	24 30	18 90	45	35	45	50	9	10	54	60	150
United Carpenters & Joiners, No. 2600.....	16 20	.....	30	.....	45	45	9	9	54	54	.....
Brotherhood of Locomotive Engineers, No. 189.....	30 00	30 00	varies	varies	varies	varies	varies	varies	varies	varies	.....
Bro. of Locomotive Firemen & Enginemen, No. 66.....	varies	varies	..	..	..	..	..	..	..	..	.....
Federated Association of Letter Carriers, No. 45.....	15 00	15 00	31	31	40	40	8	8	48	48	none
Maintenance of Ways Employees, No. 83.....	10 20	10 20	17	17	50	50	10	10	60	60	..
Brotherhood of Railway Trainmen, No. 108.....	varies	varies	varies	varies	varies	varies	varies	varies	varies	varies	.....
BERLIN:											
Journeyman Barbers' International Union, No. 304.....	14 00	12 00	.....	.....	65	65	16	16	81	81	none
Boot and Shoe Workers' Union, No. 206.....	9 90	9 90	18	18	50	50	5	5	55	55	30
Int. Union of Brewery Workers, No. 170.....	13 50	all org.	27	.....	45	..	5	.....	50	.....	.....
Bricklayers, Masons and Plasterers, No. 12.....	24 00	21 60	50	45	40	40	8	8	48	48	125
United Bro. Carpenters and Joiners, No. 553.....	20 65	10 62	35	18	50	50	9	9	59	59	100

Cigarmakers' International Union, No. 422.....	12 00	9 00	28½	.....	40	50	4	6	44	56	30
Canadian Asso. of Stationary Engineers, No. 9.....	13 75	13 75	25	25	50	50	5	5	55	55	none
Federal Labour Union, No. 17.....	10 62	10 62	18	18	50	50	9	9	59	59	125
Hodcarriers and Building Labourers, No. 160.....	10 00	10 00	.....	.....	40	40	8	8	48	48	100
Federated Association of Letter Carriers, No. 20.....	15 00	15 00	.....	.....	40	40	8	8	48	48	none
American Federation of Musicians, No. 226.....	varies	varies	varies	varies	varies	varies	varies	varies	varies	varies	.....
United Plumbers and Steamfitters, No. 527.....	23 60	14 75	40	25	50	50	9	9	59	59	7
BLENHEIM:											
Maintenance of Ways Employees, No. 502.....	10 50	10 50	17½	17½	50	50	10	10	60	60	none
BRANTFORD:											
Journeyman Barbers' International Union, No. 298.....	12 00	12 00	.....	.....	45	45	13	13	58	58	none
Bricklayers, Masons and Plasterers, No. 9.....	22 00	.....	50	.....	40	45	4	5	44	50	160
United Bro. Carpenters and Joiners, No. 498.....	15 00	12 50	30	25	45	45	9	9	54	54	90
International Brotherhood of Electrical Workers, No. 243.....	14 21	14 21	29	29	45	45	5	5	50	50	.....
Canadian Asso. of Stationary Engineers, No. 4.....	12 00	12 00	21½	21½	50	50	5	5	55	55	none
International Association of Machinists, No. 607.....	.....	.....	.....	.....	50	.....	5	.....	55	.....	.....
International Moulders' Union, No. 29.....	12 00	.....	30	.....	40	.....	.....	.....	40	.....	.....
American Federation of Musicians, No. 467.....	18 00	.....	50	.....	varies	.....	varies	.....	varies	.....	.....
Int. Brotherhood Painters, Decorators, etc., No. 313.....	14 75	14 75	27½	27½	45	45	9	9	54	54	.....
Journeyman Stonecutters' Asso. of North America.....	22 00	all org.	50	.....	40	.....	4	.....	44	.....	.....
International Typographical Union, No. 378.....	16 80	16 80	35	.....	42½	50	5½	5	48	55	5
BRIDGEBURG:											
Brotherhood of Railway Carmen, No. 542.....	15 00	.....	25	.....	50	.....	10	.....	60	.....	none
United Bro. of Carpenters and Joiners, No. 1850.....	21 60	16 20	40	30	45	45	9	9	54	54	150
Brotherhood of Locomotive Engineers, No. 679.....	32 76	32 76	varies	varies	varies	varies	varies	varies	varies	varies	.....
Bro. Locomotive Firemen and Enginemen, No. 471.....	20 00	20 00	.....	.....	.....	.....	.....	.....	.....	.....	.....
Brotherhood of Railway Trainmen, No. 713.....	25 00	25 00	.....	.....	.....	.....	.....	.....	.....	.....	.....
BROCKVILLE:											
Bricklayers, Masons, and Plasterers' No. 13.....	24 30	.....	45	.....	45	.....	9	.....	54	.....	15
United Bro. Carpenters and Joiners, No. 799.....	18 90	18 90	35	35	45	45	9	9	54	54	.....
Order of Railway Conductors, No. 366.....	21 78	21 78	varies	varies	varies	varies	varies	varies	varies	varies	.....
Brotherhood of Locomotive Engineers, No. 118.....	varies	varies	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bro. of Locomotive Firemen and Enginemen, No. 69.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Journeyman Tailors' International Union, No. 262.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	90
Brotherhood of Railway Trainmen, No. 208.....	15 00	15 00	.....	.....	.....	.....	.....	.....	.....	.....	.....
BURLINGTON:											
United Bro. of Carpenters and Joiners, No. 2803.....	19 25	18 00	35	30	50	50	5	10	55	60	100
CARLETON PLACE:											
Int. Bro. Blacksmiths and Helpers, No. 424.....	17 00	12 50	34	25	45	45	5	5	50	50	20
Brotherhood of Railway Carmen, No. 229.....	9 82	9 82	.....	.....	35	35	none	none	35	35	84
International Association of Machinists, No. 211.....	15 75	15 75	35	35	45	45	.....	.....	45	45	60
International Moulders' Union, No. 362.....	15 00	15 00	.....	.....	50	50	10	10	60	60	100
Metal Polishers', Buffers', etc., Union, No. 96.....	16 75	16 75	33½	33½	50	50	none	none	50	50	.....
CHAPLEAU:											
Brotherhood of Railway Carmen, No. 378.....	12 00	12 00	25	25	40	40	8	8	48	48	.....

FORT WILLIAM:

Journeyman Barbers' International Union, No. 549.....	18 00	18 00	27	27	52½	52½	13½	13½	66	66	none
Bartenders' International League, No. 761.....	15 20	.....	35	.....	37½	.....	6	.....	43½	.....	.....
Int. Bro. Boilermakers, etc., No. 505.....	13 76	.....	43	35	32	.....	.....	.....	32	40	100
Bricklayers, Masons and Plasterers, No. 25.....	32 50	all org.	65	.....	45	.....	5	.....	50	.....	100
Int. Bridge and Structural Iron Workers, No. 53.....	27 00	16 24	50	30	45	.....	9	9	54	54	90
United Bro. of Carpenters and Joiners, No. 2610.....	25 00	.....	50	.....	45	.....	5	.....	50	.....	.....
Order of Railway Conductors, No. 286.....	25 00	25 00	varies	varies	varies	varies	varies	varies	varies	varies	.....
Int. Steam Shovel and Dredgemen, No. 39.....	30 00	.....	.....	.....	60	.....	11½	varies	71½	.....	120
Brotherhood of Locomotive Engineers, No. 243.....	25 00	.....	varies	varies	varies	varies	varies	varies	varies	varies	.....
Int. Steam and Operating Engineers, No. 298.....	30 00	24 00	50	40	50	50	10	10	60	60	.....
Bro. of Locomotive Firemen and Enginemen, No. 225.....	18 00	18 00	varies	varies	varies	varies	varies	varies	varies	varies	.....
Int. Longshoremen (Grain Trimmers), No. 479.....	varies	varies	.....	.....	.....	.....	.....	.....	.....	.....	150
Int. Longshoremen (Coal Handlers), No. 746.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	150
Maintenance of Ways Employees, No. 277.....	17 40	14 40	29	24	50	50	10	10	60	60	none
International Operative Plasterers, No. 344.....	32 50	25 00	65	50	45	45	5	.....	50	.....	125
United Plumbers and Steam Fitters, No. 257.....	27 22	.....	55	.....	45	.....	4½	varies	49½	.....	60
Brotherhood of Railway Trainmen, No. 306.....	25 00	25 00	varies	varies	varies	varies	varies	varies	varies	varies	.....
International Typographical Union, No. 417.....	23 00	all org.	48	.....	40	.....	8	.....	48	.....	.....

GALT:

Journeyman Barbers' International Union, No. 413.....	14 00	.....	.....	.....	50	.....	14	.....	64	.....	.....
Boot and Shoe Workers' Union, No. 330.....	.....	.....	.....	.....	50	.....	5	.....	55	.....	.....
Bricklayers, Masons and Plasterers, No. 15.....	24 00	.....	50	.....	40	.....	8	.....	48	.....	125
United Brotherhood Carpenters and Joiners, No. 1216.....	19 25	13 75	35	25	50	50	5	5	55	55	60
Federated Association of Letter Carriers, No. 39.....	16 00	.....	.....	.....	40	.....	8	.....	48	.....	none
International Association of Machinists, No. 120.....	13 75	13 75	25	25	50	50	5	5	55	55	90
International Moulders' Union, No. 447.....	16 50	less	30	less	50	50	5	5	55	55	50
American Federation of Musicians, No. 124.....	21 00	.....	50	.....	35	.....	7	.....	42	.....	.....
International Printing Pressmen's Union, No. 135.....	15 68	15 68	32	32	44	44	5	5	49	49	.....

GANNANOQUE:

Amalgamated Iron, Steel and Tin Workers, No. 4.....	12 38	12 38	25	25	50	50	9½	9½	59½	59½	.....
International Union of Paving Cutters.....	18 00	.....	piece	work	40	40	8	8	48	48	90

GUELPH:

Journeyman Barbers' International Union, No. 310.....	12 00	.....	.....	.....	50	.....	12	.....	62	.....	.....
Bartenders' International League, No. 104.....	18 00	14 00	26	20	60	60	9	9	69	69	.....
Bricklayers, Masons and Plasterers, No. 3.....	24 00	.....	50	.....	40	.....	8	.....	48	.....	100
United Brotherhood Carpenters and Joiners, No. 2611.....	19 18	less	32½	less	50	50	9	9	59	59	10
Federal Labour Union.....	13 28	13 28	22½	22½	50	50	9	9	59	59	125
Federated Association of Letter Carriers, No. 18.....	16 50	.....	.....	.....	40	.....	8	.....	41	.....	none
International Moulders' Union, No. 212.....	19 17	17 64	32½	30	50	50	9	9	59	59	.....
American Federation of Musicians, No. 92.....	varies	varies	varies	varies	varies	varies	varies	varies	varies	varies	.....
International Piano and Organ Workers' Union, No. 34.....	12 50	12 50	25	25	45	45	5	5	50	50	40
Journeyman Tailors' Union of America, No. 297.....	15 00	.....	varies	varies	48	.....	6	.....	54	.....	.....
International Typographical Union, No. 391.....	.....	.....	.....	.....	44	44	4	.....	48	.....	30

Bro. of Painters, Decorators, etc., No. 205	17 50	15 00	35	30	45	45	5	5	50	50	90
Patternmakers' League of North America	18 70	.....	34	.....	50	.....	5	.....	55	.....	30
Moving Picture Machine Operators, No. 303	18 00	15 00	37½	30	40	50	8	10	48	60	60
Operative Plasterers' International Union, No. 298	22 00	.....	50	.....	40	.....	4	.....	44	.....	30
United Asso. Plumbers and Gas Fitters, No. 67	18 70	.....	42½	.....	40	.....	4	.....	44	.....	30
Int. Printing Pressmen and Assistants, No. 176	18 50	17 00	.....	.....	44	44	4	4	48	48	14
Sheet Metal Workers' Int. Alliance, No. 61	18 75	13 75	37½	27½	45	45	5	5	50	50	100
Journeyman Stone Cutters Asso. of North America	22 00	all org.	50	.....	40	.....	4	.....	44	.....	60
Street and Electric Railway Employees, No. 107	12 65	12 65	23	23	45	55	10	10	55	55	60
Order of Railway Telegraphers, No. 155	varies	varies	.....	.....	55	55	11	11	66	66	60
Theatrical Stage Employees Int. Alliance, No. 129	14 70	14 70	35	35	35	35	7	7	42	42	60
International Tobacco Workers' Union, No. 48	piece work	.....	.....	.....	50	.....	5	.....	55	.....	60
Brotherhood of Railway Trainmen, No. 226	16 00	16 00	varies	varies	varies	varies	varies	varies	varies	varies	.....
International Typographical Union, No. 129	18 40	.....	40	.....	40	.....	6	.....	46	.....	.....
HAVELOCK:											
Order of Railway Conductors, No. 578	varies	varies	varies	varies	varies	varies	varies	varies	varies	varies	.....
Brotherhood of Railway Trainmen, No. 293	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
HUMBERSTONE:											
United Bro. Carpenters and Joiners, No. 1168	21 60	16 20	40	30	45	45	9	9	54	54	60
INGERSOLL:											
Maintenance of Ways Employees, No. 503	10 20	10 20	17	17	50	50	10	10	60	60	60
JACK FISH:											
Maintenance of Ways Employees, No. 231	11 40	7 20	19	12	50	50	10	10	60	60	90
KEARNEY:											
Maintenance of Ways Employees, No. 293	9 60	9 60	16	16	50	50	10	10	60	60	.....
KENORA:											
Order of Railway Conductors, No. 532	varies	varies	varies	varies	varies	varies	varies	varies	varies	varies	.....
Brotherhood of Locomotive Engineers, No. 535	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	150
Bro. of Locomotive Firemen and Enginemen, No. 305	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Order of Railway Telegraphers, No. 7	25 00	25 00	varies	varies	50	50	10	10	60	60	.....
KINGSTON:											
Journeyman Barbers' International Union, No. 514	14 00	5 00	.....	.....	63	63	13	13	76	76	none
Bricklayers, Masons and Plasterers, No. 10	24 00	19 20	50	40	40	.....	8	.....	48	.....	260
United Bro. Carpenters and Joiners, No. 249	18 00	12 00	37½	25	40	40	4	4	44	44	30
National Asso. of Marine Engineers, No. 4	24 84	24 84	46	46	45	45	9	9	54	54	90
Hodcarriers' and Labourers' International Union, No. 66	13 44	12 00	28	25	40	40	8	8	48	48	125
Federated Association of Letter Carriers, No. 8	16 00	.....	.....	.....	40	.....	8	.....	48	.....	none
Amalgamated Sheet Metal Workers' Alliance, No. 117	18 00	18 00	27½	27½	40	40	8	8	48	48	.....
International Moulders' Union, No. 252	17 87	.....	.....	.....	45	45	5	5	50	50	6
Patternmakers' League of North America	18 00	.....	32½	.....	50	.....	5	.....	55	.....	30
Plumbers and Steam Fitters' Association, No. 221	18 00	18 00	37½	37½	40	40	8	8	48	48	60
Journeyman Tailors' Int. Union, No. 263	12 00	12 00	varies	varies	45	45	9	9	54	54	90
International Typographical Union, No. 204	16 00	all org.	.....	.....	42½	.....	4	.....	46½	.....	.....
LEAMINGTON:											
Maintenance of Ways Employees, No. 302	10 20	.....	17	.....	50	.....	10	.....	60	.....	.....

Table showing average wages and hours of labour, etc.—Continued.

Location and Title of Organization.	Average wages per week.		Average wages per hour.		Hours of labour five days.		Hours on Saturday.		Total hours per week.		Average days idle.
	Organized.	Unorganized.	Organized.	Unorganized.	Organized.	Unorganized.	Organized.	Unorganized.	Organized.	Unorganized.	
LINDSAY:											
Order of Railway Conductors, No. 322.....	25 00	25 00	varies	varies	varies	varies	varies	varies	varies	varies	none
Brotherhood of Locomotive Engineers, No. 174.....	25 00	25 00	varies	varies	varies	varies	varies	varies	varies	varies	none
Bro. of Locomotive Firemen and Enginemen, No. 136.....	varies	varies	varies	varies	varies	varies	varies	varies	varies	varies	none
Brotherhood of Railway Trainmen, No. 308.....	varies	varies	varies	varies	varies	varies	varies	varies	varies	varies	none
LONDON:											
Journemen Barbers' International Union, No. 366.....	13 00	less	varies	varies	varies	varies	varies	varies	varies	varies	none
Bartenders' International League, No. 137.....	15 00	varies	varies	varies	varies	varies	varies	varies	varies	varies	none
Int. Alliance Billposters and Billers, No. 22.....	14 00	varies	varies	varies	varies	varies	varies	varies	varies	varies	none
International Brewery Workers' Union, No. 381.....	12 50	all org.	25	varies	varies	varies	varies	varies	varies	varies	none
Bricklayers, Masons and Plasterers, No. 5.....	22 00	19 80	50	45	40	40	4	4	44	44	120
Brotherhood of Railway Carmen, No. 488.....	11 00	11 00	22	22	45	45	5	5	50	50	26
United Bro. Carpenters and Joiners, No. 1946.....	15 68	12 50	32	25	45	45	4	4	49	49	90
United Brotherhood Carpenters and Joiners, No. 2615.....	15 68	varies	32	varies	45	varies	4	varies	49	varies	60
Cigarmakers' International Union, No. 278.....	10 00	8 00	varies	varies	40	40	4	4	44	44	150
Order of Railway Conductors, No. 16.....	35 00	35 00	varies	varies	varies	varies	varies	varies	varies	varies	none
International Bro. of Electrical Workers, No. 120.....	14 70	30 00	30	varies	45	varies	4	varies	45	varies	none
Brotherhood of Locomotive Engineers, No. 68.....	30 00	30 00	varies	varies	varies	varies	varies	varies	varies	varies	none
Brotherhood of Locomotive Engineers, No. 528.....	varies	varies	varies	varies	varies	varies	varies	varies	varies	varies	none
Amalgamated Society of Engineers, No. 854.....	15 00	13 75	30	27½	50	50	5	5	55	55	27½
Canadian Asso. of Stationary Engineers, No. 30.....	14 00	14 00	25	25	50	50	6	6	56	56	60
Bro. of Locomotive Firemen and Enginemen, No. 117.....	varies	varies	varies	varies	varies	varies	varies	varies	varies	varies	none
Bro. of Locomotive Firemen and Enginemen, No. 468.....	15 00	varies	varies	varies	varies	varies	varies	varies	varies	varies	none
Federated Asso. of Letter Carriers, No. 4.....	13 50	varies	varies	varies	varies	varies	varies	varies	varies	varies	none
Int. Association of Machinists, No. 383.....	14 40	14 40	24	24	50	50	10	10	60	60	2
Maintenance of Ways Employees, No. 195.....	varies	varies	varies	varies	varies	varies	varies	varies	varies	varies	none
American Federation of Musicians, No. 279.....	15 30	12 75	30	25	45	45	6	6	51	51	100
International Moulders' Union, No. 37.....	11 20	varies	35	varies	32	32	none	none	32	32	100
Metal Polishers, Buffers, etc., No. 32.....	varies	varies	varies	varies	varies	varies	varies	varies	varies	varies	none
Metal Polishers, Buffers, etc., No. 54.....	14 32	10 00	32½	25	40	40	4	4	55	55	20
Painters, Decorators, etc., No. 910.....	14 32	10 00	32½	25	40	40	4	4	44	44	20

International Bro. of Painters, Decorators, etc., No. 200.	17 50	12 50	35	25	45	45	5	50	50	60
International Association of Plasterers, No. 124	25 00	22 50	50	45	45	45	5	50	50	180
Int. Plasterers' Labourers' Union, No. 1	15 00	10 00	30	22	45	45	5	50	50	90
United Asso. Plumbers and Steam Fitters, No. 71	19 80	15 40	45	35	40	40	4	44	44	90
International Printing Pressmen's Union, No. 5	20 00	.....	42	.....	42½	.....	5	47½	47½	.....
Int. Steel and Copper Plate Printers, No. 6	27 00	.....	57½	.....	42½	.....	4½	47	47	.....
Int. Alliance Thea. Stage Employees, No. 95	15 00	.....	25	.....	50	.....	10	60	60	60
Int. Stereotypers and Electrotypers, No. 50	21 38	all org.	45	.....	42½	.....	5	47½	47½	none
Journeymen Stonecutters Asso. of North America	24 20	.....	55	.....	40	.....	4	44	44	.....
Street and Electric Railway Employees, No. 279	varies	varies	varies	varies	50	50	10	60	60	.....
Journeymen Tailors' Union of America, No. 143	14 00	.....	piece	work	45	.....	9	54	54	50
Commercial Telegraphers' Union, No. 43	\$75 per month	less	.....	.....	45	.....	9	54	54	none
Commercial Telegraphers' Union, No. 52	varies	varies	varies	varies	45	.....	9	54	54	.....
Brotherhood of Railway Trainmen, No. 129	20 00	20 00	varies	varies	varies	varies	varies	varies	varies	.....
Brotherhood of Railway Trainmen, No. 185	varies	varies	.....	.....	.....	.....	.....	.....	.....	.....
International Typographical Union, No. 102	21 12	.....	44	.....	43	.....	5	48	48	.....
National Typographical Union, No. 1	20 50	.....	42½	.....	43	.....	5	48	48	.....
OWEN SOUND:										
International Moulders' Union, No. 413	pc. wk.	less	piece	work	piece	work	piece	work	.....	150
Journeymen Stonecutters' Asso. of N. America	24 00	.....	50	.....	40	.....	8	48	48	.....
PALMERSTON:										
Order of Railway Conductors, No. 492	varies	varies	varies	varies	varies	varies	varies	varies	varies	.....
Bro. of Locomotive Firemen and Enginemen, No. 181	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Maintenance of Ways Employees, No. 468	16 20	16 20	27	27	50	.....	9	59	59	.....
Brotherhood of Railway Trainmen, No. 39	.....	.....	.....	.....	50	50	10	60	60	50
PARRY SOUND:										
Brotherhood of Railway Carmen, No. 157	9 80	9 80	20	20	40	40	9	49	49	68
Brotherhood of Locomotive Engineers, No. 728	varies	varies	varies	varies	varies	varies	varies	varies	varies	.....
Bro. of Locomotive Firemen and Enginemen, No. 584	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
PETERBOROUGH:										
Barbenders' International League, No. 293	12 00	.....	.....	.....	50	.....	11	61	61	.....
Bricklayers, Masons and Plasterers, No. 17	24 00	.....	50	.....	40	.....	8	48	48	.....
Int. Brotherhood of Electrical Workers, No. 261	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Int. Hodcarriers' and Labourers' Union, No. 311	14 40	.....	30	.....	40	.....	8	48	48	120
International Association of Machinists, No. 435	13 75	.....	25	.....	50	.....	5	55	55	.....
International Moulders' Union, No. 191	16 50	.....	30½	.....	45	.....	9	54	54	.....
Street and Electric Railway Employees, No. 622	10 80	.....	18	.....	50	.....	10	60	60	none
Journeymen Tailors' Union of America No. 23	piece	work	piece	work	50	.....	10	60	60	60
International Typographical Union, No. 248	17 00	less	35	less	40	more	8	48	more	none
PORCUPINE:										
Western Federation of Miners, No. 145	14 28	.....	28	.....	42½	.....	8½	51	51	100
PONT ARTHUR:										
Barbenders' International League, No. 757	18 75	less	43½	less	37½	more	5½	43	more	.....
Brotherhood of Railway Carmen, No. 347	13 00	.....	26	.....	45	.....	5	50	50	.....

International Brewery Workers' Union, No. 305	12 00	.....	22½	.....	45	.....	9	.....	54	.....	48	.....
Bricklayers, Masons and Plasterers, No. 4	24 20	.....	55	45	40	40	4	.....	48	.....	150	.....
United Bro. Carpenters and Joiners, No. 2632	21 50	.....	43	.....	45	.....	5	.....	50	.....	72	.....
United Bro. Carpenters and Joiners, No. 38	21 50	.....	43	less	45	.....	5	.....	50	.....	6	.....
Cigarmakers' International Union, No. 140	15 00	.....	pc. wk.	.....	40	.....	8	.....	48	.....	.....	.....
Federated Asso. of Letter Carriers, No. 17	15 00	.....	.....	.....	40	.....	8	.....	48	.....	.....	.....
Int. Association of Machinists, No. 268	16 50	.....	30	25	50	50	5	.....	55	55	6	.....
Metal Polishers, Buffers, etc., No. 97	16 50	.....	30	.....	50	.....	5	.....	55	.....	.....	.....
Moulders' International Union, No. 385	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
American Federation of Musicians, No. 299	18 00	.....	.....	less	25	.....	6	.....	31	.....	30	.....
Brotherhood of Painters, Decorators, etc., No. 407	16 50	.....	55	less	45	.....	5	.....	50	.....	.....	.....
Patternmakers' League of North America	16 85	.....	37½	.....	45	.....	.....	.....	45	.....	.....	.....
Plumbers' and Steamfitters' Association, No. 244	18 70	all org.	42½	.....	40	.....	4	.....	44	.....	.....	.....
Journymen Tailors' International Union, No. 235	12 00	.....	pc. wk.	.....	50	.....	10	.....	60	.....	90	.....
ST. MARY'S:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
American Federation of Musicians, No. 465	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Journymen Stonecutters' Asso. of North America	21 60	.....	45	.....	40	.....	8	.....	48	.....	100	.....
ST. THOMAS:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bartenders' International League, No. 683	12 00	.....	.....	.....	55	.....	11	.....	66	.....	.....	.....
Canadian Blacksmiths and Helpers No. 94	15 00	.....	.....	.....	32	.....	.....	.....	32	.....	.....	.....
Boilermakers and Helpers of America No. 413	17 25	.....	32½	less	45	45	5	5	50	50	.....	.....
Bricklayers, Masons and Plasterers, No. 8	27 00	.....	50	.....	45	more	9	more	54	more	100	.....
Brotherhood of Railway Carmen, No. 304	16 20	.....	30	.....	45	45	9	9	54	54	12	.....
Cigarmakers' International Union, No. 420	17 00	.....	40	.....	40	40	5	5	45	45	18	.....
Order of Railway Conductors, No. 13	31 00	varies	varies	varies	varies	varies	varies	varies	varies	varies	.....	.....
Brotherhood of Locomotive Engineers, No. 132	varies	varies	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Brotherhood of Locomotive Engineers, No. 529	31 50	.....	.....	.....	.....	.....	.....	.....	.....	.....	30	.....
Brotherhood of Locomotive Engineers, No. 661	varies	varies	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Amalgamated Society of Engineers, No. 859	14 20	varies	35½	.....	35	.....	5	.....	40	.....	18	.....
Bro. of Locomotive Firemen and Enginemen, No. 5	22 00	varies	varies	varies	varies	varies	varies	varies	varies	varies	.....	.....
Federated Asso. of Letter Carriers, No. 23	18 00	.....	37½	.....	40	.....	8	.....	48	.....	.....	.....
International Association of Machinists, No. 294	14 20	.....	35½	.....	40	40	.....	.....	40	40	95	.....
Brotherhood of Railway Signalmen, No. 27	varies	varies	varies	varies	varies	varies	varies	varies	varies	varies	.....	.....
Journymen Tailors' International Union, No. 141	12 00	.....	pc. wk.	.....	50	.....	10	.....	60	.....	60	.....
Brotherhood of Railway Trainmen, No. 47	varies	varies	varies	varies	varies	varies	varies	varies	varies	varies	.....	.....
SARANTA:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bricklayers, Masons and Plasterers, No. 23	30 25	.....	55	.....	45	.....	9	.....	54	.....	.....	.....
Order of Railway Conductors, No. 189	30 00	varies	varies	varies	varies	varies	varies	varies	varies	varies	.....	.....
Brotherhood of Locomotive Engineers, No. 240	varies	varies	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bro. of Locomotive Firemen and Enginemen, No. 221	13 00	.....	.....	.....	43½	.....	4½	.....	48	.....	.....	.....
United Garment Workers' Union, No. 278	varies	varies	varies	varies	varies	varies	varies	varies	varies	varies	.....	.....
Brotherhood of Railway Trainmen, No. 227	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
SAULT STE. MARIE:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bricklayers, Masons and Plasterers, No. 16	32 40	.....	60	50	45	45	9	9	54	54	100	.....
United Brotherhood (Carpenters and Joiners, No. 2633	23 60	.....	40	25	50	50	9	9	59	59	130	.....

Table showing average wages and hours of labour, etc.—Continued.

Location and Title of Organization.	Average wages per week.		Average wages per hour.		Hours of labour first five days.		Hours on Saturday.		Total hours per week.		Average days idle.
	Organized.	Unorganized.	Organized.	Unorganized.	Organized.	Unorganized.	Organized.	Unorganized.	Organized.	Unorganized.	
TORONTO.—Continued.	\$ c.	\$ c.	c.	c.							
United Bro. Carpenters and Joiners, No. 2642.....	19 80	13 20	45	30	40	40	4	4	44	44	100
United Bro. Carpenters and Joiners, No. 2643.....	19 80	13 20	45	30	40	40	4	4	44	44	140
United Bro. Carpenters and Joiners, No. 2644.....	19 80	13 20	45	30	40	40	4	4	44	44	150
Cigarmakers' International Union, No. 27.....	10 00	all org.	varies	varies	40	varies	varies	varies	44	varies	200
Order of Railway Conductors, No. 345.....	32 00	varies	varies	varies	varies	varies	varies	varies	varies	varies	.....
Order of Railway Conductors, No. 531.....	varies	varies	varies	less	50	50	9	9	59	59	120
Int. Steam Shovel and Dredgemen, No. 46.....	26 55	less	45	25	45	45	5	5	50	50	52
International Bro. of Electrical Workers, No. 353.....	15 00	12 50	30		50				55		.....
Amalgamated Society of Engineers, No. 862.....	varies	varies	varies	varies	varies	varies	varies	varies	varies	varies	.....
Brotherhood of Locomotive Engineers, No. 70.....	25 00	varies	varies	varies	varies	varies	varies	varies	varies	varies	.....
Brotherhood of Locomotive Engineers, No. 295.....	varies	varies	varies	varies	varies	varies	varies	varies	varies	varies	.....
Brotherhood of Locomotive Engineers, No. 852.....	15 00	less	25	less	50	50	10	10	60	60	.....
Int. Steam and Operating Engineers, No. 152.....	24 00	21 00	40	35	50	50	10	10	60	60	60
Int. Steam and Operating Engineers, No. 356.....	varies	varies	varies	varies	varies	varies	varies	varies	varies	varies	.....
Bro. of Locomotive Firemen and Enginemen, No. 67.....	varies	varies	varies	varies	varies	varies	varies	varies	varies	varies	.....
Bro. of Locomotive Firemen and Enginemen, No. 262.....	19 60	less	40	less	45	45	4	4	49	49	185
Garment Workers' International Union, No. 14.....	varies	varies	varies	varies	45	45	4	4	49	49	180
Garment Workers' International Union, No. 70.....	12 00	varies	varies	varies	45	45	4	4	49	49	36
Garment Workers' International Union, No. 83.....	15 00	varies	varies	varies	45	45	4	4	49	49	.....
Garment Workers' International Union, No. 92.....	12 00	varies	varies	varies	45	45	4	4	49	49	60
United Garment Workers' Union, No. 185.....	varies	varies	varies	varies	45	45	4	4	49	49	.....
United Garment Workers' Union, No. 202.....	varies	varies	varies	varies	45	45	4	4	49	49	.....
Glass Bottle Blowers' International Association, No. 66.....	20 00	all org.	pc. wk.	.....	42½	42½	7½	7½	50½	50½	75
Int. Association of Glass Workers, No. 21.....	12 50	less	35	.....	35	35	4	4	42	42	60
International Glove Workers' Union, No. 8.....	14 00	varies	varies	varies	42½	42½	1	1	46½	46½	50
International Asso. of Granite Cutters.....	20 24	varies	varies	varies	40	40	4	4	44	44	.....
United Cloth Hat and Cap Makers, No. 41.....	12 25	varies	25	less	45	45	4	4	49	49	120
Int. Wood, Wire and Metal Lathers, No. 97.....	20 65	varies	46½	varies	40	40	4	4	44	44	.....

Federated Association of Letter Carriers, No. 1	15 00	31	.....	40	43½	8	.....	48	48	none
Int. Association of Lithographers, No. 12	20 00	42	less	.....	43½	4½	.....	44	48	.....
Int. Longshoremen's Association, No. 646	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Int. Association of Machinists, No. 235	15 00	27½	less	50	50	5	.....	55	55	.....
International Association of Machinists, No. 371	17 50	35	.....	45	.....	5	.....	50	50	.....
International Association of Machinists, No. 438	17 50	35	less	45	.....	5	.....	50	50	.....
International Association of Machinists, No. 438	17 50	35	less	45	.....	5	.....	50	50	.....
Mailers' Union (I.T.U.), No. 5	19 50	.....	.....	40	.....	4½	.....	44½	44½	.....
Int. Association of Marble Workers, No. 12	17 50	35	.....	45	.....	5	.....	50	50	90
Int. Association of Marble Workers, No. 100	15 40	35	less	40	.....	4	.....	44	44	60
International Moulders' Union No. 28	19 00	38	.....	45	.....	5	.....	50	50	35
International Moulders' Union, No. 207	17 15	34½	.....	45	.....	5	.....	50	50	none
International Moulders' Union, No. 207	22 00	.....	.....	.....	.....	.....	.....	.....	.....	.....
American Federation of Musicians, No. 149	22 00	.....	.....	.....	.....	.....	.....	.....	.....	.....
Brotherhood of Painters, Decorators etc., No. 3	15 40	35	less	40	.....	4	.....	44	44	70
Brotherhood of Painters, Decorators, etc., No. 219	15 40	35	.....	40	.....	4	.....	44	44	125
Brotherhood of Painters, Decorators, etc., No. 737	15 40	35	.....	40	.....	4	.....	44	44	90
Patternmakers' League of North America	20 75	42	.....	45	.....	4½	.....	49½	49½	30
Moving Picture Operators' Union, No. 173	15 00	.....	.....	35	.....	7	.....	42	42	.....
Int. Asso. of Operative Plasterers, No. 48	24 20	55	45	40	40	4	.....	44	44	75
Plasterers' Labourers' Association, No. 1	16 50	37½	less	40	40	4	.....	44	44	78
United Asso. of Plumbers and Steam Fitters, No. 46	19 80	45	.....	40	40	4	.....	44	44	60
Metal Polishers, Butlers, etc., No. 21	17 50	35	25	45	45	5	.....	50	50	70
International Printing Pressmen's Union, No. 10	21 00	43½	.....	43½	.....	4½	.....	48	48	.....
International Webb Pressmen's Union, No. 1	20 00	41½	all org.	40	.....	8	.....	60	60	none
Int. Alliance Theatrical Stage Employees, No. 58	15 00	.....	50	.....	.....	10	.....	75	75	60
Amal. Sheet Metal Workers' Alliance, No. 30	17 50	37½	less	40	.....	4	.....	48	48	.....
Int. Stereotypers and Electrotypers' Union, No. 21	20 16	42	.....	40	.....	8	.....	48	48	none
Journeyman Stonecutters' Association of North America	24 75	56½	.....	40	.....	4	.....	44	44	150
Street and Electric Railway Employees, No. 113	15 50	25½	.....	50	.....	10	.....	60	60	none
Journeyman Tailors' Union of America, No. 37	10 00	pe. wk.	.....	45	.....	4	.....	49	49	100
Journeyman Tailors' Union of America, No. 132	17 15	35	less	45	45	4	.....	49	49	60
Tile Layers' and Helpers' International Union, No. 37	22 00	50	less	40	.....	4	.....	44	44	90
Tile and Slate Roofers' Int. Union, No. 39	19 80	45	less	40	.....	4	.....	44	44	90
Commercial Telegraphers' Union, No. 52	25 00	52½	.....	40	.....	8	.....	48	48	none
Commercial Telegraphers' Union, No. 1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Brotherhood of Railway Trainmen, No. 255	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Brotherhood of Railway Trainmen, No. 759	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
International Typographical Union, No. 91	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Upholsterers' International Union, No. 30	16 28	37	less	40	43½	4½	.....	44	44	24
Waiters' and Cooks' Union, No. 300	6 00	.....	.....	.....	.....	.....	.....	.....	.....	.....
TRENTON:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Brotherhood of Locomotive Engineers, No. 837	.....	.....	.....	.....	.....	.....	.....	.....	.....	180
Bro. of Locomotive Firemen and Enginemen, No. 833	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Int. Association of Machinists, No. 834	19 47	33	.....	50	.....	9	.....	59	59	60
Maintenance of Ways Employees, No. 280	10 20	17	17	50	50	10	.....	60	60	none

TRENTON:

Brotherhood of Locomotive Engineers. No. 837.

Bro. of Locomotive Firemen and Enginemen, No. 833.

Div. of Locomotive Fitters and Enginemen, No. 834
Int. Association of Machinists No 834

THE ASSOCIATION OF MACHINISTS, NO. 834...
Maintenance of Ways Employees No. 280

Maintenance of Ways Employees, No. 280

Table showing average wages and hours of labour, etc.—Continued.

Location and Title of Organization.	Average wages per week.		Average wages per hour.		Hours of labour first five days.		Hours on Saturday.		Total hours per week.		Average days idle.
	Organized.	Unorganized.	Organized.	Unorganized.	Organized.	Unorganized.	Organized.	Unorganized.	Organized.	Unorganized.	
TWEED:	\$ c.	\$ c.	c.	c.	50	50	10	10	60	60	none
MAINTENANCE of Ways Employees, No. 192.....	10 20	10 20	17	17							
WALLACEBURG:											
Glass Bottle Blowers' Int. Association, No. 70.....	30 00	less			37½		4		41½		60
American Flint Glass Workers' Union, No. 70.....	24 00	all org.	varies		40		4		44		36
WELLAND:											
Journeyman Barbers' International Union, No. 740 {	15.00 to	less	varies		50		13		63		none
Bricklayers, Masons and Plasterers, No. 32.....	25 00										
United Bro. Carpenters and Joiners, No. 969.....	22 00		55		40		8		48		
United Bro. Carpenters and Joiners, No. 2653.....	21 60		40		45		9		54		40
United Garment Workers of America, No. 274 {	20 00	less	40		45		5		50		50
Int. Association of Machinists, No. 131.....	male \$20 from 1c to \$10				43½		4½		48		12
International Moulders' Union, No. 472.....	16 50		30		50		5		55		
Bro. of Painters, Decorators, etc., No. 612.....	17 88	less	32½		50		5		55		30
United Asso. Plumbers and Steamfitters, No. 595.....	15 20		30		45		9		54		
Order of Railway Telegraphers, No. 16.....	20 00		40		45		5		50		none
WHITBY:	15 00				55		11		66		15
United Bro. Carpenters and Joiners, No. 2654.....	22 00	less	40		50		5	5	55	55	
WINDSOR:											
Bricklayers, Masons and Plasterers, No. 6.....	27 50		62½		40		4		44		
United Bro. Carpenters and Joiners, No. 494.....	19 84	less	40		45		4½		49½		
Order of Railway Conductors, No. 494.....	30 00		varies		varies		varies		varies		
Brotherhood of Locomotive Engineers, No. 390.....	35 00										
National Association of Marine Engineers, No. 11... {	\$95 per month				60		12		72		60
Pro. of Locomotive Firemen and Enginemen, No. 421.....	varies	varies	varies		varies		varies		varies		
Federated Asso. of Letter Carriers, No. 16.....	15 00		31½		40		8		48		none
Brotherhood of Painters, Decorators, etc., No. 629.....	18 00	less	37½		40		8	8	48	48	40

Operative Plasterers' Int. Association, No. 345.....	30 00	less	60	less	45	.....	5	.....	50	.....	50
United Association Plumbers and Steamfitters, No. 552 ..	24 75	.....	56½	.....	40	.....	4	.....	60	.....	60
Brotherhood of Railway Trainmen, No. 316.....	varies	varies	varies	varies	varies	varies	varies	varies	varies	varies	varies
Switchmen's Union of North America, No. 184	30 24	.....	42	.....	60	.....	12	.....	72	.....	none
International Typographical Union, No. 553.....	18 00	less	.....	.....	43½	.....	4½	.....	48	.....	none
Bricklayers, Masons and Plasterers, No. 22	27 00	.....	50	.....	45	.....	9	.....	54	.....	150
United Bro. Carpenters and Joiners, No. 1471.....	14 75	less	25	less	50	.....	9	9	59	.....	75
International Moulders' Union, No. 249	15 00	.....	30	.....	50	.....	.....	.....	50	.....	.....
International Typographical Union, No. 317	18 00	.....	37½	.....	42½	.....	5½	.....	48	.....	.....

WOODS/ROCK:

UNION MEMBERSHIP BY LOCALITIES.

The table in detail, giving each locality in which one or more local unions exist, in the Province of Ontario, is as follows:—

Localities.	Number of Local Unions Existing.	Number of Local Unions Reporting Membership.	Total Membership Reported.
Allandale	6	5	516
Algoma Mills	1		
Alliston	1		
Amherstburg	4	2	200
Barrie	1		
Beaverton	1	1	80
Belleville	9	8	580
Berlin	16	12	522
Blenheim	1	1	75
Brampton	1		
Brantford	22	11	405
Bridgeburg	5	3	159
Brockville	10	7	346
Burlington	1	1	9
Caledonia	1		
Carleton Place	6	5	119
Chapleau	6	4	247
Chatham	8	6	238
Coatsworth	1		
Cobalt	4	3	1,226
Collingwood	7	5	97
Cordova Mines	1	1	51
Cornwall	1		
Crookston	1		
Depot Harbour	1		
Dundas	2	1	18
Elmira	1	1	22
Englehart	2		
Espanola	1		
Fort Francis	1		
Fort William	30	18	832
Galt	12	9	305
Gananoque	2	2	64
Gowganda	1		
Guelph	17	11	550
Hamilton	53	44	3,824
Havelock	4	2	104
Humberstone	1	1	75
Ignace	1		
Ingersoll	1	1	25
Jack Fish	1	1	90
Kearney	1	1	80
Kenora	8	4	2,420
Kingston	15	12	464
Kingsville	1		
Leamington	2	1	26
Lindsay	7	4	278
London	43	32	2,929
Merrittton	1	1	25
Midhurst	1	1	45
Midland	2	1	65
Milverton	1	1	40
Mimico	1	1	36
Niagara Falls	11	9	512
North Bay	14	12	929
Orangeville	1	1	65
Orillia	2	2	38
Oshawa	4	4	85
Ottawa	59	37	3,690

UNION MEMBERSHIP BY LOCALITIES.—*Continued*

Localities.	Number of Local Unions Existing.	Number of Local Unions Reporting Membership.	Total Membership Reported.
Owen Sound	7	2	26
Palmerston	5	4	172
Parry Sound	6	3	89
Pembroke	1	.....	.....
Peterborough	21	8	319
Porcupine	1	1	800
Port Arthur	19	14	485
Port Colborne	1	.....	.....
Port Credit	1	.....	.....
Port Dover	2	.....	.....
Port Hope	1	1	29
Port Stanley	1	.....	.....
Prescott	1	.....	.....
Preston	4	2	29
Powassan	1	.....	.....
Rainy River	5	5	268
Ramsay Station	1	1	210
Redditt	1	1	11
Ridgeway	1	.....	.....
St. Catharines	19	15	704
St. Mary's	2	2	27
St. Thomas	26	17	1,458
Sarnia	11	5	352
Sault Ste. Marie	15	10	337
Schreiber	8	7	431
Silver Creek	1	1	20
Simcoe	1	1	9
Sioux Lookout	5	2	57
Smith's Falls	12	8	383
South River	1	.....	.....
Stratford	16	10	406
Sturgeon Falls	2	.....	.....
Sudbury	5	3	94
Thorold	4	2	190
Tichborne	1	.....	.....
Toronto	123	85	18,670
Trenton	5	4	157
Tweed	1	1	50
Vermilion Bay	1	.....	.....
Wallaceburg	4	2	192
Waterloo	1	.....	.....
Webbwood	1	.....	.....
Welland	11	10	357
West Fort	1	.....	.....
Whitby	1	1	50
Windsor	22	13	393
Wingham	1	.....	.....
Woodstock	5	4	72
Total	808	537	49,398

DIRECTORY OF CENTRAL LABOUR ORGANIZATIONS IN ONTARIO.

Name of Organization.	Date Organized.	Name of Secretary.	Secretary's Address.	Nights of Meeting.
BERLIN:				
Twin City Trades and Labour Council	1900	Urban Strub	Weber Apartments, Yonge Street	2nd & 4th Monds.
BRANTFORD:				
Trades and Labour Council	1886	H. J. Symons	115 Cayuga St.	1st & 2nd Weds.
FORT WILLIAM:				
Trades and Labour Council	1907	G. W. Howitt	Box 224	2nd & 4th Weds.
GUELPH:				
Trades and Labour Council	1898	Thos. Hall	80 Kathleen St.	2nd & 4th Frids.
HAMILTON:				
Trades and Labour Council	1888	W. R. Rollo	P.O. Box 323	1st & 3rd Frids.
Building Trades Council ..		Alex. Bonner	35 Steven St.	2nd & 4th Tues.
Garment Workers' District Council	1898	C. Bambrick	421 John St. N. ...	2nd Wednesday.
KINGSTON:				
Trades and Labour Council		W. J. Driscoll	112 Lower Bagot St..	
LONDON:				
Trades and Labour Council	1902	J. Hill	Linwood St., Knoll- wood Park	1st and 3rd Weds.
NIAGARA FALLS:				
Trades and Labour Council		D. Wagner	619 Ferry St.	
OTTAWA:				
Allied Trades and Labour Association	1897	Wm. Lodge	Box 51	1st & 3rd Thurs.
National Trades and Labour Council	1907	L. O'Heare	39 Cambridge St.	1st & 3rd Thurs.
Building Trades Council ..		Jos. Cinqmars ...	12 Poplar St.	
Allied Printing Trades Council		W. C. Blount	375 Lyon St.	
PETERBOROUGH:				
Trades and Labour Council		W. M. Stevens	306 Brock St.	
PORT ARTHUR:				
Trades and Labour Council		A. F. Manchee ..	116 Jean St.	
SAULT STE. MARIE AND STEELTON:				
Trades and Labour Council		W. Gregory	East End P.O., Sault Ste. Marie...	
SOUTH WATERLOO:				
Trades and Labour Council		A. L. Philip	53 Centre St., Galt...	
ST. CATHARINES:				
Trades and Labour Council		Geo. T. Coyle....	203 St. Paul St.	1st & 3rd Weds.
ST. THOMAS:				
Trades and Labour Council		A. R. Robertson ..	124 Redan St.	
TORONTO:				
Toronto District Labour Council	1881	T. A. Stevenson ..	Labour Temple	1st & 3rd Thurs.
Allied Printing Trades Council	1905	E. Woollen	136 St. David St. ..	2nd Tuesday.
Building Trades League ..		W. R. Banks	Labour Temple	2nd & 4th Monds.
Marble Workers' Conference Board		Thomas Gough ..	177 Bleecker St. ...	
United Brotherhood Carpenters and Joiners District Council		J. Cottam	Labour Temple ...	2nd and 4th Monds
Executive Council Amalgamated Society Carpenters and Joiners		W. Young	Room 212, 2 College St.	Alternate Weds.

DIRECTORY OF CENTRAL LABOUR ORGANIZATIONS IN ONTARIO.—*Continued.*

Name of Organization.	Date Organized.	Name of Secretary.	Secretary's Address.	Nights of Meeting.
TORONTO.—<i>Con.</i>				
Garment Workers' Council.		H. Cobbald	295 Sackville St. ...	
Theatrical Council		Elmer Ferris	345 Huron St.	
Iron Moulders' Board of Conference		J. H. Barnett ...	19 Rolyat St.....	
Joint Board Cloakmakers' Union		M. Yonpolsky	194 Spadina Ave.	
District Lodge, Interna- tional Association of Machinists		Harold Clarke	94 Howard Ave. ...	
WINDSOR:				
Trades and Labour Council		F. J. Cook	88 Marentette Ave.	1st & 3rd Weds.
WELLAND:				
Trades and Labour Council		W. Powrie	Box 23	

ONTARIO INDUSTRIAL STATISTICS.

It is uphill work persuading the manufacturers of the Province to fill in and return the schedules that are sent to them for the purpose of obtaining information as to our industrial progress, but still there is a continual increase year by year, and there seems to be a growing conviction that the statistics thus obtained are treated as absolutely confidential so far as the identity of the firms and companies are concerned. Out of the 965 returns that have been received, 109 do not give sufficient material for tabulation in our second series, so that these tables contain 856 establishments as compared with 850 last year, and 819, 707 and 642 in the three previous years. These tables show that 60,874 persons were employed, with aggregate wages amounting to \$32,497,244, and product to \$162,290,537; that the aggregate number of days in operation was 232 146, the annual average wage was \$533.85, and the average daily wage was \$2.02. The whole of the industrial statistics show continued progress.

RETURNS IN DETAIL

LUMBER MANUFACTURERS,

Office No.	Capital employed, including plant.	No. of days in operation during 1914.	Gross value of products manufactured during year.	Production during year.		Taxes paid during year.	Insurance paid during year.	Amount expended on permanent repairs or plant enlargement.	Other uncontrollable expenses.	Total No. of employees, wage-earners only.	
				Increased.	Decreased.					Male.	Female.
1	\$ 12,000	47	\$ 16,000	% yes	%	\$ 276	\$ 584	\$	\$	20	.....
2	20,000	250	100,000	.....	33½	500	2,000	.....	.....	65	.....
3	30,000	305	50,000	no	no	600	400	.....	.....	40	.....
4	6,500	.....	.....	.....	.....	21	156	100	70	2	.....
5	4,000	200	5,000	.....	50	50	80	.....	.....	6	.....
6	.....	121	164,050	.....	.....	1,325	3,393	5,146	1,472	114	.....
7	125,000	305	.....	.....	.....	12	117000	.....	.....	30	.....
8	10,000	305	8,000	.....	¼	107	80	.....	.....	3	.....
9	8,000	275	30,000	.....	20	170	200	.....	.....	10	.....
10	75,000	125	50,000	.....	50	575	1,735	3,500	.....	20	.....
11	1,000,000	201	450,000	.....	4	1,777	10,937	.....	.....	770	.....
12	2,200	20	1,500	.....	yes	80	10	.....	.....	12	.....
13	2,500	60	627	.....	yes	32	800	.....	.....	5	.....
14	24,078	210	12,062	.....	50	115	290	5,089	1,207	17	.....
15	94,800	300	103,000	.....	30	1,500	2,000	.....	8,000	25	.....
16	.....	150	25,000	.....	.....	.....	825	.....	.....	150	6
17	.....	180	354,500	.....	yes	432	256	.....	.....	13	.....
18	30,000	100	15,000	15	.....	115	50	.....	.....	10	.....
19	175,000	365	96,000	.....	20	240	2,500	8,500	1,500	200	.....
20	100,000	160	50,000	.....	40	300	4,000	10,000	.....	40	.....
21	50,000	188	550,000	.....	.....	3,829	4,738	.....	1,252	160	.....
22	16,000	49	4,000	.....	.....	280	126	.....	.....	20	.....
23	30,000	305	35,000	.....	20	.....	458	.....	.....	25	.....
24	10,000	200	12,000	.....	10	99	150	300	.....	12	.....
25	1,000	60	1,200	.....	10	.....	.....	.....	.....	2	.....
26	1,500,000	312	361,200	.....	10	11,578	14,986	6,196	6,236	246	.....
27	2,000	280	2,200	10	.....	6	7	200	825	4	.....
28	2,800,000	170	1,400,000	.....	15	3,756	22,218	.....	.....	900	.....
29	44,500	310	.....	.....	.....	.....	4,600	40,000	73,800	1,200	.....
30	100,000	175	80,095	10	.....	272	3,616	973	15,227	90	.....
31	772,070	305	404,126	.....	13½	1,327	11,034	1,511	297,797	262	.....
32	750,000	305	753,643	.....	30	1,250	10,000	12,000	.....	450	.....
33	2,000	305	4,500	.....	80	29	185	.....	.....	3	.....
34	200,000	162	668,725	.....	4	209	5,349	.....	70,521	253	.....
35	6,000	160	.....	.....	25	25	.....	.....	.....	.....	.....
36	400,000	165	400,000	yes	.....	600	12,000	27,000	.....	100	.....
37	15,000	305	13,000	yes	.....	20	.....	700	.....	9	.....
38	350,000	305	250,000	.....	25	3,540	7,530	.....	4,500	300	1
39	25,000	250	30,000	.....	.....	80	320	.....	1,000	20	.....
40	3,000	40	.....	.....	20	24	85	.....	.....	5	.....
41	3,500	250	3,000	.....	2	450	.....	.....	.....	2	.....
42	100,000	300	175,000	.....	.....	623	3,392	.....	.....	40	.....
43	8,000	225	12,000	25	.....	25	10	.....	.....	5	.....
44	5,000	200	12,000	10	.....	49	30	.....	.....	8	.....
45	8,000	.....	.....	.....	.....	85	175	.....	.....	.....	.....
46	15,000	250	18,000	25	.....	60	.....	.....	.....	2	.....
47	500,000	250	536,000	.....	.....	1,632	11,860	.....	.....	125	.....
48	.....	30	1,000	.....	.....	35	.....	.....	.....	7	1
49	10,000	100	7,000	.....	yes	19	.....	100	.....	6	.....
50	11,400	226	18,086	50	.....	.....	.....	100	.....	15	.....
51	50,000	170	43,500	.....	.....	231	63	.....	.....	16	.....
52	71,150	300	143,230	.....	22½	1,008	1,291	1,316	.....	40	.....
53	2,000	70	4,000	.....	50	20	.....	.....	.....	2	.....
54	3,000	100	2,000	.....	.....	7	.....	.....	.....	.....	.....

RETURNS IN DETAIL

LUMBER MANUFACTURERS.

Office No.	Capital employed, including plant.	No. of days in opera- tion during 1914.	Gross value of products manufac- tured during year.	Produc- tion during year.		Taxes paid during year.	Insurance paid dur- ing year.	Amount expended on permanent repairs or plant enlargement.	Other uncontrollable expenses.	Total No. of employees, wage-earners only.	
				Increased.	Decreased.					Male.	Female.
	\$		\$	%	%	\$	\$	\$	\$		
55	35,000	103	6,700	.....	50	252	50	.....	.....	16	.....
56	6,000	305	.....	.....	.....	487	180	.....	.....	1	.....
57	30,000	190	100,000	.....	10	300	200	.....	.....	1	.....
58	100,000	305	50,000	.....	yes	400	1,280	2,000	3,500	30	.....
59	8,000	80	10,000	.....	20	106	106	.....	.....	12	.....
60	5,000	200	6,000	.....	.....	67	115	100	.....	12	.....
61	5,000	55	.....	.....	.....	15	.....	.....	.....	4	.....
62	25,000	300	7,000	.....	.....	175	60	200	.....	7	.....
63	1,400,000	300	350,000	.....	30	36,551	17,500	.....	38,000	300	.....
64	10,000	150	18,886	25	.....	60	.....	100	.....	15	.....
65	150,000	200	150,000	.....	33	800	2,500	2,500	.....	50	.....
66	.....	300	5,800	.....	.....	32	125	450	.....	7	.....
67	12,000	110	14,000	15	.....	60	175	.....	.....	10	.....
68	200,000	300	740,597	.....	15	3,412	18,230	3,256	56,364	252	.....
69	8,000	105	13,000	20	.....	.....	.....	250	.....	18	.....
70	40,000	50	10,000	.....	85	156	580	.....	.....	8	.....
71	50,000	156	100,000	10	.....	200	3,500	4,000	.....	125	.....
72	900	26	3,500	.....	.....	1,348	2,500	.....	.....	3	.....
73	150,000	175	90,000	10	.....	248	1,623	.....	9,734	40	.....
74	60,000	85	17,000	.....	.....	225	335	.....	1,176	26	.....
75	37,000	150	40,000	50	.....	167	700	1,000	.....	17	1
76	12,000	300	29,000	.....	.....	128	205	.....	.....	2	.....
77	5,000	.....	.....	.....	yes	75	55	.....	.....	.....	.....
78	20,000	305	40,000	.....	50	200	.....	.....	.....	15	.....
79	7,000	300	8,000	.....	yes	30	100	1,500	100	14	.....

PLANING MILLS, SASH AND DOOR

80	50,100	310	70,000	.....	.....	159	758	3,000	3,922	30	.....
81	50,000	305	.....	yes	.....	35	50	.....	.....	5	.....
82	75,000	300	101,227	.....	10	456	1,350	8,122	1,855	60	1
83	22,000	300	60,000	.....	5	185	400	200	.....	11	.....
84	8,000	200	4,000	.....	.....	70	70	.....	.....	4	.....
85	100,000	300	105,000	.....	30	746	450	7,000	.....	49	.....
86	250,000	300	450,000	.....	15	950	4,000	20,000	.....	188	.....
87	54,000	300	36,000	.....	34	468	548	.....	6,068	16	.....
88	200,000	300	150,000	.....	30	600	1,200	.....	2,000	35	.....
89	25,000	290	40,000	.....	.....	300	.....	100	.....	20	.....
90	300,000	300	300,000	.....	34	2,275	4,500	.....	.....	150	.....
91	60,000	300	40,000	same	same	297	900	.....	.....	23	.....
92	75,000	250	87,433	.....	30	822	1,440	128,887	1,965	60	.....
93	65,000	300	4,000	5	.....	106	85	1,500	.....	4	.....
94	15,000	280	8,000	.....	.....	150	200	.....	.....	5	.....
95	25,000	100	1,500	.....	25	190	2,200	.....	.....	3	.....
96	45,000	300	105,000	.....	15	600	510	.....	.....	11	1
97	180,000	300	325,000	25	.....	800	3,823	.....	10,000	150	.....
98	63,000	300	194,243	.....	23	1,495	2,110	.....	141,780	45	.....
99	40,000	300	.....	.....	.....	444	412	.....	.....	8	.....
100	50,000	290	.....	.....	.....	300	.....	1,000	.....	33	.....
101	100,000	300	.....	.....	.....	256	1,110	.....	.....	30	.....
102	2,040	36	1,540	.....	.....	29	.....	.....	.....	3	.....

FROM MANUFACTURERS.

SAWMILLS—TABLE NO. 1 (Continued).

Total wages paid during year to wage-earners.		Weekly wages paid.				Total No. salaried clerks and officials.		Total salaries paid to clerks, officials, etc., during year.	Wages during year have—		Class of employees affected.		Office No.
Male.	Female.	Male.		Female.		Male.	Female.		Increased.	Decreased.	Wage-earners.	Clerks, officials, etc.	
		Skilled.	Unskilled.	Skilled.	Unskilled.								
\$	\$	\$ c.	\$ c	\$ c.	\$ c.			\$	%	%	%	%	
2,500	both	12 00	10 50				1						55
600													56
300						1		1,500		10	10		57
12,955		15 00	7 50			3		2,650		25	25	25	58
2,200		18 00	10 50			3		1,500					59
1,800			9 00										60
2,000													61
3,150			9 00										62
183,000		18 00	10 50			12		17,500					63
4,500		15 00	12 00										64
15,000		24 00	10 50			2		2,000		10	10	10	65
2,600													66
2,800		18 00	10 50										67
127,087						16		23,916	yes		yes		68
4,000		15 00	9 00						10		10		69
1,500		21 00	9 90										70
40,000		15 00	9 00			2		2,000					71
127		13 50	12 00										72
24,332						4		3,500		5	5		73
11,867			8 40			2		1,600		15	15	15	74
4,000	150	21 00	mo 30 00	6 00		1		2,500					75
960		12 00	6 50										76
													77
4,000		15 00	10 00				1	500		10	10		78
4,120			9 00						5		5		79

FACTORIES, ETC.—TABLE NO 2.

15,000	....	15 00	9 00	....	....	4	....	4,400	....	....	....	....	....	80
1,800	....	12 00		....	....				....	....	....	....	....	81
27,301	300	15 00	9 00	....	....	1	1	1,300	....	....	....	....	....	82
8,100	....	13 50	12 00	....	....				....	....	....	....	....	83
1,600	....			....	....				....	....	....	....	....	84
19,000	....	15 00	10 50	....	....	2	1	3,000	....	20	20	....	....	85
80,000	....	18 00	13 50	....	....	8	....	12,000	....	8	8	....	....	86
11,038	....	18 00	15 00	....	....	3	....	4,850	....	yes	yes	....	....	87
25,000	....	18 00	12 00	....	....		1	700	....			....	....	88
20,000	....	27 00		....	....	2	....	2,000	same	s'me		....	....	89
65,000	....	30 00	9 00	....	....	12	2	17,400	....	15	15	....	....	90
17,000	....	19 50	15 00	....	....	2	....	2,100	same	s'me		....	....	91
39,473	....	18 00	12 00	....	....	5	1	4,974	....			....	....	92
1,400	....	13 50	6 00	....	....				....	10	10	....	....	93
2,600	....	18 00	12 00	....	....				....			....	....	94
425	....		10 50	....	....				....			....	....	95
8,000	416	20 00	12 00	....	....	2	1	2,496	same	s'me		....	....	96
70,400	....	21 00	10 50	....	....	8	2	12,600	....	15	15	15	....	97
28,861	....	18 00	10 50	....	....	6	1	11,968	....				....	98
4,676	....	18 00	12 00	....	....	1	1	2,000	....				....	99
10,000	....	19 50	12 00	....	....				....				....	100
30,945	....	18 00	12 00	....	....	4	2	6,230	....				....	101
482	....	12 00	10 10	....	....				....	20	20	....	....	102

RETURNS IN DETAIL

PLANING MILLS, SASH AND DOOR

Office No.	Capital employed, including plant.	No. of days in oper- ation during 1914.	Gross value of products manufac- tured during year.	Produc- tion during year.		Taxes paid during year.	Insurance paid dur- ing year.	Amount expended on permanent repairs or plant enlargement.	Other uncontrollable expenses.	Total No. of employees, wage-earners only.	
				Increased.	Decreased.					Male.	Female.
	\$		\$	%	%	\$	\$	\$	\$		
103	130,000	360	213,944	.....	30	1,095	2,278	.....	.....	65	.....
104	130,000	300	142,225	.....	21	972	1,588	5,000	.....	65	1
105	52,000	260	25,000	.....	yes	282	1,100	.....	.....	20	6
106	20,000	280	.....	.....	15	100	500	.....	.....	12	.....
107	.....	274	121,000	.....	25	339	1,821	.....	.....	40	.....
108	3,000	305	.....	10	.....	47	48	.....	.....	4	.....
109	30,000	300	10,000	.....	.....	217	.....	100	.....	13	.....

WOODWORKING FACTORIES, SPECIALTIES

110	23,700	290	32,000	.....	19	74	855	460	.....	26	5
111	35,000	300	99,000	6½	.....	53	540	1,400	.....	33	9
112	3,000	100	4,000	.....	10	.....	1,000	.....	.....	1	.....
113	75,000	300	75,000	.....	50	110	10,000	.....	.....	20	.....
114	5,000	300	4,000	.....	.....	37	102	.....	.....	.....	.....
115	30,000	250	40,000	yes	.....	14	177	.....	.....	15	.....
116	185,000	250	160,000	10	.....	135	1,600	22,500	3,840	85	.....
117	100,000	253	80,984	.....	27	471	903	4,428	31,051	12	68
118	20,000	200	34,000	10	.....	129	633	200	1,890	40	.....
119	50,000	200	20,000	.....	.....	300	250	.....	.....	16	.....
120	4,000	312	.....	.....	.....	50	42	.....	.....	2	.....
121	60,000	192	68,345	.....	33	850	900	500	.....	30	5
122	6,000	300	3,500	.....	20	256	61	.....	.....	2	1
123	14,000	300	22,000	.....	.....	41	400	.....	.....	23	6
124	12,000	300	26,766	33	.....	199	136	.....	3,166	4	.....
125	50,000	192	84,897	.....	.....	106	1,208	2,200	2,376	42	.....
126	375,000	275	175,000	.....	.....	1,200	1,200	7,500	.....	40	.....
127	50,000	175	50,000	50	.....	61	600	1,000	.....	35	.....
128	145,000	250	65,000	.....	.....	150	2,500	3,000	.....	60	20
129	130,000	300	320,000	yes	.....	680	1,027	1,250	9,500	62	30
130	100,000	300	.....	.....	.....	.....	.....	.....	.....	.....	.....
131	28,577	275	89,000	.....	17½	241	886	1,368	5,239	8	9
132	30,000	230	39,000	yes	.....	209	293	.....	3,963	39	9
133	337,680	300	299,603	.....	9½	1,008	1,069	36,839	17,578	88	12
134	8,000	20	3,000	.....	.....	98	.....	.....	.....	14	.....
135	100,000	300	150,000	15	.....	800	1,000	.....	.....	85	.....
136	25,000	275	32,000	.....	10	35	1,200	.....	685	15	1
137	40,000	300	30,000	10	.....	10,996	375	1,200	.....	18	.....
138	100,000	.....	75,000	.....	.....	100	1,000	.....	.....	.....	.....
139	50,000	300	12,922	5½	.....	74	32	.....	1,989	7	.....
140	27,000	300	52,600	.....	.....	220	313	.....	.....	20	.....
141	170,000	300	140,000	.....	20	.....	650	28,000	.....	75	.....
142	20,000	300	40,000	.....	.....	25	476	.....	.....	35	4
143	41,300	300	103,000	65	.....	450	1,127	5,000	4,937	45	6
144	2,500	300	5,000	.....	30	155	50	.....	.....	4	.....
145	12,900	240	7,485	.....	10	160	339	.....	227	10	.....
146	2,000	280	20,000	.....	.....	102	32	600	.....	10	.....
147	.....	.....	.....	.....	.....	.....	.....	.....	.....	26	.....
148	75,000	200	63,910	.....	7½	129	855	5,500	22,912	50	.....
149	20,000	305	22,000	.....	25	284	395	.....	5,000	20	.....
150	20,000	305	25,000	yes	.....	384	216	.....	.....	13	1
151	80,000	290	107,883	15	.....	144	1,400	2,500	5,000	70	.....
152	60,000	300	50,000	.....	25	460	200	.....	.....	30	.....

FROM MANUFACTURERS.

FACTORIES, ETC.—TABLE NO. 2.—Continued.

Total wages paid during year to wage-earners.		Weekly wages paid.				Total No. salaried clerks and officials.		Total salaries paid to clerks, officials, etc., during year.	Wages during year have—		Class of employees affected.		Office No.
Male.	Female.	Male.		Female.		Male.	Female.		Increased.	Decreased.	Wage-earners.	Clerks, officials, etc.	
\$	\$	\$ c.	\$ c.	\$ c.	\$ c.			\$	%	%	%	%	
33,890	.....	21 00	15 00	.....	.....	6	.....	5,137	.....	.....	.....	.....	103
22,480	675	.....	.....	.....	.....	4	1	3,380	.....	10	10	10	104
12,520	1,248	18 00	12 00	4 80	.....	2	2	2,320	.....	.....	.....	.....	105
3,000	.....	.....	.....	.....	.....	.....	1	275	.....	.....	.....	.....	106
20,700	.....	16 50	12 00	.....	.....	3	.....	3,850	.....	.....	.....	.....	107
1,800	.....	15 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	108
5,000	.....	15 00	10 50	.....	.....	1	1	1,800	.....	.....	.....	.....	109

IN WOODENWARE.—TABLE NO. 3.

10,547	209	13 50	9 00	6 00	3 50	4	1	3,312	4	....	4	.....	110
16,816	2,700	pc. work	10 00	p. wk	.....	5	.....	4,400	5	....	5	.....	111
750	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	112
12,000	.....	16 50	15 00	.....	.....	3	1	4,000	.....	.....	.....	.....	113
7,500	.....	21 00	12 00	.....	.....	2	.....	2,500	.....	.....	.....	.....	114
36,320	.....	18 00	10 50	.....	.....	7	1	7,200	.....	.....	.....	.....	115
7,665	19,215	21 00	12 00	9 00	6 00	10	46	72,016	yes	.....	yes	.....	116
13,733	.....	13 50	9 00	.....	.....	1	.....	1,400	10	.....	10	.....	117
5,000	.....	12 00	9 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	118
500	.....	12 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	119
15,330	1,425	17 00	10 00	.....	8 00	1	.....	1,500	5	.....	5	.....	120
924	190	18 00	9 00	6 00	.....	.....	.....	.....	.....	.....	.....	.....	121
13,249	both	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	122
1,749	.....	.....	12 00	.....	.....	1	1	2,170	23	.....	8	15	123
21,156	.....	18 00	12 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	124
25,000	.....	.....	.....	.....	.....	4	.....	5,000	.....	.....	.....	.....	125
7,000	.....	10 50	.....	.....	.....	1	.....	1,000	10	.....	10	.....	126
18,500	2,500	15 00	10 50	9 00	.....	6	1	6,000	.....	.....	.....	.....	127
40,000	both	15 00	10 00	12 00	4 50	11	6	12,000	.....	.....	.....	.....	128
4,050	2,864	.....	16 00	.....	7 50	2	.....	4,500	.....	14	14	.....	129
14,128	both	.....	.....	.....	.....	.....	1	400	.....	.....	.....	.....	130
43,016	5,000	18 00	12 00	10 00	8 00	4	4	11,442	.....	8½	8½	.....	131
500	.....	18 00	9 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	132
40,000	.....	.....	.....	.....	.....	3	2	5,500	.....	.....	.....	.....	133
7,850	270	.....	.....	.....	.....	1	1	2,100	.....	.....	.....	.....	134
11,300	.....	.....	.....	.....	.....	3	.....	2,500	2	.....	2	.....	135
2,986	.....	16 00	13 00	.....	.....	3	.....	2,406	5	.....	5	5	136
8,000	pc. work	12 00	.....	.....	.....	4	.....	3,500	.....	.....	.....	.....	137
41,467	.....	15 00	11 10	.....	.....	5	1	5,820	.....	.....	.....	.....	138
17,000	800	15 00	10 50	10 00	.....	1	1	1,700	.....	.....	.....	.....	139
27,101	2,094	15 00	10 50	6 00	4 00	2	2	5,200	.....	.....	.....	.....	140
2,663	.....	24 00	15 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	141
3,757	.....	12 00	.....	.....	.....	1	.....	900	.....	.....	.....	.....	142
4,000	.....	15 00	10 75	.....	.....	1	.....	624	2½	.....	2½	.....	143
29,333	.....	.....	.....	.....	.....	5	2	5,915	.....	yes	yes	.....	144
33,021	.....	18 00	12 00	.....	.....	5	.....	3,500	3	.....	3	.....	145
11,000	.....	15 00	.....	.....	.....	2	1	1,800	.....	.....	.....	.....	146
36,500	.....	15 00	12 00	.....	.....	1	1	1,768	.....	.....	.....	.....	147
23,000	.....	16 50	.....	.....	.....	2	1	3,000	5	.....	5	.....	148
.....	.....	.....	.....	.....	.....	1	.....	6,000	.....	.....	.....	.....	149

RETURNS IN DETAIL

WOODWORKING FACTORIES, SPECIALTIES

Office No.	Capital employed, including plant.	No. of days in opera- tion during 1914.	Gross value of products manufac- tured during year.	Produc- tion during year.		Taxes paid during year.	Insurance paid dur- ing year.	Amount expended on permanent repairs or plant enlargement.	Other uncontrollable expenses.	Total No. of employees, wage-earners only.	
				Increased.	Decreased.					Male.	Female.
	\$		\$	%	%	\$	\$	\$	\$		
153	7,000	260	4,350	.....	.....	50	50	.....	.....	2	.....
154	100,000	225	46,394	.....	40	337	175	2,198	34,993	19	5
155	750,000	275	540,330	.....	18	3,998	8,565	.....	20,161	300	63
156	4,500	250	8,231	.....	21	6	20	.....	.....	12	.....
157	5,000	300	.....	.....	10	35	54	.....	.....	2	.....
158	18,500	310	30,000	.....	yes	110	.....	.....	250	10	1
159	75,955	300	69,908	.....	20	788	595	205	4,045	42	.....
160	10,000	305	6,000	.....	25	110	240	800	.....	5	.....
161	20,000	300	8,000	.....	2½	650	30	.....	.....	4	.....
162	55,126	300	31,184	yes	.....	147	472	1,361	5,928	25	.....
163	60,000	300	50,000	.....	40	352	1,380	.....	.....	40	.....
164	50,000	276	100,000	10	.....	356	213	900	1,200	33	.....
165	10,000	300	12,000	yes	.....	30	153	.....	.....	4	2
166	83,399	308	56,497	.....	25	40	258	.....	34,338	13	2
167	3,000	250	1,000	.....	.....	200	23	.....	.....	1	1
168	6,000	300	9,000	.....	.....	30	90	.....	.....	3	2
169	80,000	300	75,000	.....	5	100	875	.....	.....	30	.....
170	30,000	300	.....	.....	50	165	350	2,500	.....	25	.....
171	88,351	300	80,937	.....	9½	131	500	.....	.....	20	.....
172	800,000	84	70,240	.....	.....	.....	141	.....	55,315	55	.....
173	4,000	240	1,183	.....	25	43	31	.....	200	.....	.....
174	2,000	90	.....	.....	yes	30	.....	50	.....	2	.....
175	203,330	286	208,400	.....	20	795	2,209	4,879	6,491	139	13
176	173,000	270	132,000	.....	25	262	2,499	3,700	7,850	50	2

FURNITURE MANUFACTURES ; BANK, STORE

177	315,000	275	165,191	.....	47	1,391	915	.....	3,425	124	1
178	200,000	300	136,366	.....	7	326	1,159	102	17,008	100	.....
179	67,000	300	60,000	.....	25	169	2,281	500	.....	40	1
180	65,000	275	55,500	.....	3½	225	480	1,500	7,500	23	.....
181	500,000	280	370,000	.....	22	525	1,958	10,000	4,000	262	18
182	100,000	275	140,246	20	.....	400	1,072	.....	.....	60	.....
183	19,800	300	45,000	.....	½	121	353	100	.....	20	1
184	8,000	250	6,000	.....	60	110	38	.....	.....	.....	1
185	6,500	250	7,000	.....	12	44	102	.....	.....	6	.....
186	209,600	300	165,402	.....	40	1,491	1,847	.....	23,178	50	10
187	200,000	300	172,875	.....	9½	844	1,929	.....	45,300	130	.....
188	100,000	285	100,000	.....	25	1,030	1,933	.....	.....	47	.....
189	100,000	300	85,000	10	.....	150	14,000	5,000	.....	65	.....
190	254,346	200	121,744	.....	yes	1,246	740	.....	28,212	60	.....
191	65,000	297	67,000	.....	12	70	860	300	.....	54	.....
192	80,000	300	63,000	.....	25	147	900	.....	.....	45	1
193	185,000	280	198,495	.....	27	348	952	25,000	.....	158	2
194	90,000	300	52,000	.....	25	900	180	.....	100	37	.....
195	100,000	300	86,500	.....	25	313	1,113	1,879	4,531	65	.....
196	12,000	300	30,000	.....	.....	335	250	.....	.....	15	1
197	81,500	250	52,000	.....	.....	608	245	1,734	26,961	44	.....
198	900,000	300	599,215	.....	35	3,844	2,532	.....	339,885	105	.....
199	200,000	300	225,000	20	.....	1,000	2,000	3,000	.....	160	.....
200	320,000	275	395,000	.....	25	1,190	1,453	10,000	.....	340	.....
201	54,000	250	49,000	.....	60	177	1,500	.....	.....	25	2
202	115,244	235	44,839	.....	15	218	500	.....	5,024	40	.....

FROM MANUFACTURERS.

IN WOODENWARE.—TABLE NO. 3.—Continued.

Total wages paid during year to wage-earners.		Weekly wages paid.				Total No. salaried clerks and officials.		Total salaries paid to clerks, officials, etc., during year.	Wages during year have—		Class of employees affected.		Office No.
Male.	Female.	Male.		Female.		Male.	Female.		Increased.	Decreased.	Wage-earners.	Clerks, officials, etc.	
		Skilled.	Unskilled.	Skilled.	Unskilled.								
\$	\$	\$ c.	\$ c.	\$ c.	\$ c.			\$	%	%	%	%	
600		9 00											153
9,197	1,392	15 00		7 80		3		8,330					154
168,000	22,000	21 00	12 00	10 80	6 00	11	3						155
6,441		21 00				1		662					156
1,300			7 50										157
7,100	260	21 00	10 00	5 00		1							158
32,426		21 00	12 00			7	1	8,795					159
1,230		10 50											160
2,500		18 00											161
12,497		12 00	9 00			2	1	3,268		5	5		162
19,523		15 00	9 00			7	1	9,000					163
7,326		18 00	10 50			1		5,000					164
2,250	700						1	400					165
7,587	589	16 20	12 00	10 20		1	1	1,964					166
375	250												167
2,600	both	pc. work		8 10	6 60								168
12,500		15 00	9 00			1		2,000					169
14,000		15 00	12 00										170
9,717		13 50	10 50			3	1	7,124					171
11,863		18 00	10 50			8	2	2,921					172
													173
		9 00											174
51,575	4,350	18 00	10 50	9 00	6 00	6	2	10,924					175
24,762	both						2	830					176

AND OFFICE FITTINGS.—TABLE NO. 4.

56,485	365	15 00	10 50	7 50		5	1	5,508					177
51,407		12 00	9 00			6	1	8,759		10	10	10	178
19,000	400	15 00	10 80			1	1	3,000					179
14,700		12 00				5		4,000					180
173,000	9,000	22 50	11 10	7 20	4 25	13	9	16,800					181
28,300		15 00	9 00			3		2,400					182
11,655	300	16 50	6 00	7 20									183
	400												184
2,720		16 20	9 00					8		8			185
32,172	2,000					5	2	9,285		30	30	30	186
58,271		12 00	10 20			5	2	7,105					187
30,000		15 00	10 50										188
35,000		15 00	10 50			1	1	1,500					189
45,378		15 00	10 50			3		5,806					190
27,638		18 00	12 00			2		2,325		10	10	10	191
20,262	both	13 50	10 50		6 00		2	5,240					192
71,232	411	12 00	7 50	6 00		6	3	7,458	yes		yes	yes	193
13,800		21 00	12 00			3		4,000					194
28,500		15 00	9 00			2	1	3,800		5		5	195
10,242	500	16 20	10 20			1	1	2,000					196
17,151		15 00	9 00			4		6,511					197
53,616		18 00	12 00			9		8,393					198
80,000		18 00	7 00			3	3	5,350	5		5		199
136,063		15 00	11 00			19		23,074					200
13,533	150	15 00	9 00			2	1	3,600		10	10	10	201
17,249		16 00	9 00			4	1	5,119					202

RETURNS IN DETAIL

FURNITURE MANUFACTURES; BANK, STORE AND

Office No.	Capital employed, including plant.	No. of days in opera- tion during 1914.	Gross value of products manufac- tured during year.	Production during year.		Taxes paid during year.	Insurance paid dur- ing year.	Amount expended on permanent repairs or plant enlargement.	Other uncontrollable expenses.	Total No. of employees, wage-earners only.	
				Increased.	Decreased.					Male.	Female.
	\$		\$	%	%	\$	\$	\$	\$		
203	80,000	233	43,000	.....	33 $\frac{1}{3}$	1,100	750	.....	.....	16	.....
204	150,000	250	150,000	.....	35	518	634	.....	.....	82	.....
205	35,695	220	58,270	.....	10	153	1,019	.....	28,145	43	.....
206	300,000	300	200,000	.....	20	450	4,896	5,000	.....	150	1
207	40,000	300	.....	.....	50	9	.....	.....	.....	13	1
208	67,000	300	100,000	.....	20	560	840	2,000	.....	28	6
209	60,000	260	18,000	.....	40	185	682	1,000	.....	25	.....
210	60,000	230	47,600	.....	25	211	453	.....	26,649	34	.....
211	493,196	240	220,356	.....	yes	2,659	1,192	3,589	.....	185	15
212	122,898	150	35,000	.....	50	465	160	200	.....	10	.....
213	50,000	300	59,555	.....	14	466	381	.....	4,087	45	.....
214	.....	242	52,208	.....	43	232	382	219	.....	60	3
215	100,000	300	100,000	.....	.....	650	1,500	.....	.....	60	.....
216	21,200	203	17,172	.....	50	101	631	.....	.....	16	.....
217	3,000	285	13,500	.....	50	93	75	.....	.....	5	.....
218	69,450	300	65,000	.....	15	140	2,600	1,800	.....	48	1
219	125,000	300	125,000	.....	33 $\frac{1}{3}$	625	445	.....	.....	65	.....
220	50,000	255	20,000	.....	20	96	579	.....	5,000	16	.....
221	7,200	300	10,990	.....	10	8	89	.....	.....	5	.....
222	177,199	305	161,567	.....	2	698	166	5,004	101,402	40	8
223	110,520	242	48,016	.....	44	487	1,534	3,614	1,867	36	1
224	28,500	300	65,000	.....	10	144	920	.....	3,000	50	.....
225	131,207	305	110,397	.....	yes	795	1,549	.....	.....	48	.....
226	45,733	300	31,436	.....	10	30	1,000	.....	.....	36	.....
227	110,000	200	66,000	.....	10	390	1,400	460	388	50	.....
228	10,000	305	.....	.....	yes	.....	.....	.....	.....	.....	.....
229	.....	305	.....	.....	.....	48	90	.....	.....	8	3

CARRIAGES AND OTHER VEHICLES AND PARTS

230	20,000	300	35,000	.....	.....	50	475	.....	.....	15	.....
231	200,000	300	700,000	.....	.....	500	2,000	3,000	.....	325	5
232	500,000	300	275,000	.....	40	600	4,000	.....	25,000	100	.....
233	60,000	250	50,000	.....	10	120	725	.....	.....	20	.....
234	375,000	250	187,740	.....	36	432	4,694	1,020	70,000	80	.....
235	100,000	300	150,000	.....	12	800	400	2,000	.....	100	10
236	103,000	265	65,000	.....	1	247	300	200	.....	40	.....
237	31,200	265	48,000	.....	.....	130	700	2,000	.....	18	.....
238	2,000	300	2,000	.....	.....	25	125	.....	.....	2	.....
239	350,000	300	231,467	.....	.....	1,569	3,829	.....	18,465	90	.....
240	200,000	300	247,838	.....	40	1,877	535	1,253	9,272	85	.....
241	200,000	300	90,000	.....	25	350	850	1,500	.....	45	.....
242	100,000	300	150,100	.....	15	229	1,503	.....	15,711	55	1
243	80,511	305	255,000	.....	.....	716	218	.....	.....	12	.....
244	534,900	300	332,000	.....	.....	1,154	1,931	.....	38,867	125	4
245	300	285	.....	.....	.....	8	5	.....	.....	1	.....
246	90,000	300	153,727	21	.....	1,223	1,017	.....	.....	70	.....
247	166,000	225	325,347	.....	17	2,848	707	6,838	7,334	125	4
248	585,895	267	390,057	.....	42	3,294	1,000	5,189	72,501	95	.....
249	4,000,000	305	6,000,000	17	.....	4,908	14,357	398,474	441,381	1,023	.....

FROM MANUFACTURERS.

OFFICE FITTINGS.—TABLE No. 4.—Continued.

Total wages paid during year to wage-earners.		Weekly wages paid.				Total No. salaried clerks and officials.		Total salaries paid to clerks, officials, etc., during year.	Wages during year have—		Class of employees affected.		Office No.
Male.	Female.	Male.		Female.		Male.	Female.		Increased.	Decreased.	Wage-earners.	Clerks, officials, etc.	
		Skilled.	Unskilled.	Skilled.	Unskilled.								
\$	\$	\$ c.	\$ c.	\$ c.	\$ c.			\$	%	%	%	%	
6,884						1		2,000					203
40,000		15 00	10 50			3	2	7,200		30	30	2	204
14,542		13 50	9 00			1		1,500					205
54,000	both	15 00	9 90	7 50		7	3	8,800					206
10,000	300	12 00	9 00		6 00	4		2,400					207
18,564	both	12 00	10 50	6 00		3	2						208
8,725		12 00	9 00			1	1	1,700					209
15,599		12 00	9 00			1	1	2,050					210
74,157	3,168	16 00	9 00	6 00	4 50	8	6	18,139					211
6,500						3		4,500					212
26,326		16 50	12 00				2	4,382					213
18,150	565	13 50	9 00		4 50	3	1	3,910	yes		yes		214
27,000		18 00	12 00			5	1	7,000					215
4,306		18 00	12 00			1		1,500					216
1,300		13 00	9 00										217
19,416	541	15 00	11 10	8 00		2		2,500					218
27,366		13 50	9 00			3	1	4,930					219
9,633		12 00	9 00			1	1	1,545		8	8	8	220
2,610						1		130					221
23,410	2,490	14 40	10 80	7 50	6 00	5	1	6,650					222
13,490	363	12 00	4 50	9 00		4	2	6,609					223
23,400		15 00	7 50			2		2,820		10	10	10	224
29,845		18 00	10 50			4	2	8,369					225
14,064						2		1,800		10	10		226
20,300		16 50	9 00			3	2	4,350					227
	pc.w'k												228
	pc.w'k												229

THEREOF AND MOTORS.—TABLE No. 5.

6,750		12 00	8 50				1	300					230
158,000	2,400	15 00	10 50	9 00		10	5	17,600					231
59,000		15 00	9 00			10	2	15,000		20	20	20	232
12,000		15 00	11 10			1	1	1,400					233
43,572		15 00	9 00			2	2	4,692		30	30		234
46,000	both	15 00	12 00	8 00	6 00	4	2	6,000					235
10,000		13 50	9 00			3	1	3,000					236
8,000		15 00	12 00			1	1	2,625					237
700		9 00											238
47,103		18 00	10 50			2	3	7,685	10		10		239
40,147		18 00	10 50			4	2	8,500					240
32,000		18 00	10 50			1	2	4,000		8	8		241
24,444	468	12 00	9 00			3	1	3,500		20	20		242
4,800		12 00	7 50										243
62,371	240	15 00	9 00		4 80	14	3	24,016					244
700													245
52,927		18 00	12 00			4	1	7,084					246
57,362	both	15 00	10 50	9 00	6 00	4	3	10,000	yes		yes		247
65,702		pc. work				7	1						248
724,254	both	21 60	16 20	14 40	10 80	185	both	186,410	5		5	5	249

RETURNS IN DETAIL CARRIAGES AND OTHER VEHICLES AND PARTS

Office No.	Capital employed, including plant.	No. of days in opera- tion during 1914.	Gross value of products manufac- tured during year.	Produc- tion during year.		Taxes paid during year.	Insurance paid dur- ing year.	Amount expended on permanent repairs or plant enlargement.	Other uncontrollable expenses.	Total No. of employees, wage-earners only.	
				Increased.	Decreased.					Male.	Female.
250	\$ 40,000	250	\$ 105,600	20	.....	\$ 62	\$ 436	\$ 1,200	.....	25	32
251	200,000	300	150,000	.....	20	140	2,700	200	.....	55	4
252	704,350	302	614,439	.....	20	3,775	762	31,351	262,295	398	58
253	10,000	300	30,000	.....	25	90	125	500	.....	7	.....
254	20,000	290	6,000	.....	10	149	200	200	.....	6	.....
255	1,883,910	305	265,000	.....	50	806	7,236	.....	7,209	127	.....
256	.....	300	22,000	.....	10	120	282	.....	.....	11	.....
257	50,000	300	250,000	200	.....	643	626	2,000	4,550	75	5

AGRICULTURAL IMPLEMENTS, FARMING HAND

258	550,000	300	400,000	50	.....	1,600	1,274	30,000	.....	55	55
259	10,000	300	.....	25	.....	.....	95	.....	.....	10	.....
260	33,000	300	41,220	.....	10	165	625	.....	.....	16	.....
261	95,000	200	137,000	.....	30	182	1,090	.....	.....	50	.....
262	521,301	289	212,508	.....	41	581	4,557	7,679	35,078	56	.....
263	700,000	104	284,647	.....	43	4,306	5,400	735	35,468	175	.....
264	194,400	214	89,690	.....	30	618	333	104	6,740	17	.....
265	25,000	305	12,000	.....	20	35	42	.....	.....	4	2
266	55,000	305	75,000	.....	25	680	2,000	5,000	.....	50	1
267	225,000	300	240,895	.....	.....	.....	3,428	.....	2,777	130	3
268	.....	298	.....	.....	20	.....	.....	.....	.....	20	.....
269	85,000	309	11,501	2	.....	181	135	.....	.....	15	.....
270	175,000	250	30,000	.....	.....	330	1,242	35	.....	35	.....
271	50,000	300	25,000	.....	15	155	318	.....	.....	7	.....

PIANO, ORGAN AND MUSICAL INSTRUMENT

272	100,000	230	51,705	.....	39	419	685	.....	3,757	30	.....
273	500,000	300	113,884	.....	20	636	4,334	.....	1,313	145	.....
274	1,000	290	3,815	.....	15	.....	7	.....	.....	1	.....
275	50,000	300	70,000	.....	15	1,200	540	.....	.....	20	1
276	500,000	305	167,533	.....	29	635	884	.....	.....	69	.....
277	40,000	300	50,000	15	.....	80	450	.....	4,500	25	.....

WOOD-PULP FACTORIES, PAPER MILLS, STATIONERY

278	155,900	290	121,619	.....	28	828	1,076	5,683	32,990	40	.....
279	1,443,554	248	630,215	.....	4½	2,343	2,741	2,100	494,794	147	39
280	205,000	300	161,700	53	.....	398	358	5,891	113,739	29	15
281	18,000	240	30,000	.....	16	144	20,000	.....	2,250	5	17
282	17,000	300	30,000	.....	.....	225	90	500	.....	9	9
283	30,000	276	54,727	.....	12	132	264	.....	.....	10	43
284	150,000	300	191,000	.....	15	1,565	742	.....	.....	40	125
285	18,522	300	38,845	.....	yes	161	.....	.....	2,611	12	.....
286	24,600	300	34,000	110	.....	180	275	1,500	1,200	7	5
287	38,700	306	20,000	yes	.....	147	715	200	300	10	7
288	91,311	280	126,758	4½	.....	216	704	1,438	43,804	42	16
289	40,000	290	63,667	.....	12	280	442	.....	.....	15	23
290	80,000	300	100,000	20	.....	150	244	.....	.....	20	5
291	100,000	300	200,000	.....	.....	.....	.....	.....	.....	20	15
292	270,000	305	275,000	.....	15	3,000	350,000	.....	.....	45	95
293	12,000	250	24,000	.....	25	70	156	.....	1,800	3	14
294	30,000	290	40,000	.....	30	150	225	.....	.....	5	22
295	3,000	300	8,000	10	.....	10	60	.....	.....	2	6
296	50,000	261	271,440	.....	14	.....	.....	1,500	.....	14	.....
297	40,000	290	66,000	.....	30	275	300	.....	2,000	6	15
298	100,000	300	174,678	.....	7	340	926	21,567	.....	22	32

FROM MANUFACTURERS.

THEREOF AND MOTORS—TABLE NO. 5.—Continued.

Total wages paid during year to wage-earners.		Weekly wages paid.				Total No. salaried clerks and officials.		Total salaries paid to clerks, officials, etc., during year.	Wages during year have—		Class of employees affected.		Office No.
Male.	Female.	Male.		Female.		Male.	Female.		Increased.	Decreased.	Wage-earners.	Clerks, officials, etc.	
		Skilled.	Unskilled.	Skilled.	Unskilled.								
\$	\$	\$ c.	\$ c.	\$ c.	\$ c.			\$	%	%	%	%	
12,450	9,600	21 00	10 50	12 00	7 50	3	1	5,900	10	...	10	10	250
22,000	1,500	13 50	8 10	8 40	.....	3	2	4,000	.....	20	20	20	251
204,541	17,160	18 00	11 10	7 50	6 00	13	9	32,400	.....	.....	.....	.....	252
2,500	.....	18 00	7 50	.....	.....	.....	2	750	.....	.....	.....	.....	253
5,000	.....	15 00	.....	.....	.....	.....	2	1,850	.....	.....	.....	.....	254
68,968	.....	peice	work	.....	.....	6	.....	31,440	.....	.....	.....	.....	255
5,500	.....	15 00	9 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	256
16,242	1,950	18 00	12 00	12 00	7 20	5	1	5,500	.....	.....	.....	.....	257

TOOLS AND DAIRY MACHINERY.—TABLE NO. 6.

40,000	both	.....	.....	.....	.....	3	2	8,872	.....	.....	.....	.....	258
.....	.....	12 00	9 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	259
10,558	.....	18 00	12 00	.....	.....	2	1	2,343	.....	10	10	.....	260
30,600	pc. work	.....	.....	.....	.....	3	2	12,000	.....	.....	.....	.....	261
38,850	.....	17 40	14 40	.....	.....	10	2	15,231	.....	.....	.....	.....	262
87,890	.....	16 20	12 00	.....	.....	11	2	15,115	.....	.....	.....	.....	263
7,919	.....	15 00	12 00	.....	.....	4	1	6,467	.....	.....	.....	.....	264
2,200	500	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	265
33,000	390	18 00	9 00	.....	.....	2	2	3,000	.....	.....	.....	.....	266
71,275	1,740	15 00	12 00	.....	.....	6	3	9,000	5	.....	5	5	267
10,760	.....	18 00	12 00	.....	.....	1	.....	.....	.....	.....	.....	.....	268
6,341	.....	15 00	9 00	.....	.....	1	.....	750	.....	.....	.....	.....	269
11,444	.....	15 00	9 60	.....	.....	1	1	980	.....	.....	.....	.....	270
3,850	.....	13 50	9 00	.....	.....	1	1	1,800	.....	.....	.....	.....	271

FACORIES.—TABLE NO. 7.

13,127	.....	18 00	10 50	.....	.....	2	1	6,018	.....	yes	yes	.....	272
73,554	.....	20 00	9 00	.....	.....	7	4	15,408	.....	.....	.....	.....	273
580	.....	12 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	274
16,000	600	18 00	12 00	.....	.....	4	1	6,500	.....	15	15	.....	275
41,884	.....	.....	.....	.....	.....	4	1	8,488	.....	25	25	.....	276
10,000	.....	20 00	12 00	.....	.....	1	1	2,000	10	.....	10	10	277

FACORIES.—TABLE NO. 8.

22,369	.....	18 00	9 00	.....	.....	3	1	4,995	.....	.....	.....	.....	278
73,933	12,200	18 00	10 50	9 00	5 40	9	2	14,413	.....	.....	.....	.....	279
18,066	4,006	18 00	11 50	7 50	6 00	5	3	10,200	.....	.....	.....	.....	280
2,325	4,896	15 00	10 00	10 50	5 40	1	.....	600	.....	.....	.....	.....	281
6,000	2,750	16 00	7 00	4 00	.....	1	1	1,500	5	.....	5	.....	282
6,292	10,499	15 00	.....	10 00	.....	3	1	6,406	.....	.....	.....	.....	283
15,000	30,000	13 00	9 00	10 00	7 00	5	3	9,000	.....	.....	.....	.....	284
9,360	.....	15 00	.....	.....	.....	1	1	2,000	.....	.....	.....	.....	285
6,768	.....	15 00	10 00	.....	.....	4	.....	4,900	yes	.....	yes	yes	286
6,650	1,995	16 00	11 00	8 00	4 00	1	2	2,175	.....	.....	.....	.....	287
28,825	5,091	20 00	8 00	8 00	5 00	2	5	6,562	13	.....	13	.....	288
5,154	6,849	13 00	5 50	9 00	5 50	3	1	5,252	.....	.....	.....	.....	289
11,000	2,000	24 00	15 00	.....	9 00	3	2	10,000	5	.....	5	.....	290
18,600	both	15 00	9 00	9 00	6 00	2	2	5,000	5	.....	5	.....	291
21,637	32,455	.....	.....	.....	.....	9	6	13,602	yes	yes	yes	.....	292
1,716	3,806	17 00	8 00	10 00	6 00	1	.....	1,000	.....	.....	.....	.....	293
2,100	4,750	18 00	9 00	7 50	5 40	1	1	1,575	.....	.....	.....	.....	294
1,200	1,200	.....	.....	.....	.....	1	.....	800	10	.....	10	.....	295
7,153	.....	15 00	10 50	.....	.....	.....	.....	.....	.....	.....	.....	.....	296
3,000	4,000	15 00	7 00	8 00	4 00	3	1	2,500	.....	.....	.....	.....	297
.....	.....	.....	.....	.....	.....	5	7	9,198	.....	.....	.....	.....	298

RETURNS IN DETAIL

FOUNDRIES AND ROLLING MILLS, BRIDGE AND STRUCTURAL

Office No.	Capital employed including plant.	No. of days in operation during 1914.	Gross value of products manufactured during year.	Production during year.		Taxes paid during year.	Insurance paid during year.	Amount expended on permanent repairs or plant enlargement.	Other uncontrollable expenses.	Total No. of employees, wage-earners only.	
				Increased.	Decreased.					Male.	Female.
	\$		\$	%	%	\$	\$	\$	\$		
299	50,000	300	145,500	.....	8	1,432	1,800	.....	.....	35	.....
300	900,000	286	337,363	.....	64	2,233	1,356	2,500	161,076	275	18
301	160,000	304	109,553	.....	35	45	1,200	.....	.....	27	.....
302	15,000	300	.....	.....	3	297	.....	2,000	.....	17	.....
303	10,000	225	47,925	.....	53	388	162	.....	21,844	31	.....
304	27,149	313	16,719	.....	10	399	369	.....	.....	6	.....
305	5,000	313	.....	.....	.....	.....	1,500	.....	.....	.....	.....
306	400,000	217	222,333	.....	60	743	1,796	16,100	.....	81	.....
307	9,000	300	.....	.....	.....	132	110	450	.....	2	.....
308	280,000	280	446,000	.....	18	1,682	4,098	3,082	.....	280	.....
309	200,000	300	184,227	41	.....	402	129	1,874	126,934	65	.....
310	6,000	300	6,000	.....	10	42	84	300	.....	1	.....
311	30,000	300	78,000	.....	10	350	306	.....	.....	30	.....
312	51,700	313	205,000	85	.....	540	1,848	8,000	19,000	140	.....
313	78,438	295	33,000	.....	.....	340	22	.....	621	25	.....
314	1,500,000	.....	.....	.....	.....	340	1,500	.....	.....	3	.....
315	40,000	300	40,600	.....	6	140	331	4,000	1,023	30	1
316	2,000	200	.....	.....	.....	18	30	.....	.....	.....	.....
317	130,000	257	135,000	.....	25	576	742	1,100	.....	100	.....
318	2,000,000	217	250,000	.....	70	1,415	1,300	11,034	2,824	156	.....
319	15,000	305	9,000	.....	10	100	50	700	.....	8	.....
320	400,000	300	483,000	.....	37	1,720	1,476	700	5,158	133	3
321	75,400	300	100,000	.....	40	256	216	7,000	14,255	.....	.....
322	40,000	305	70,209	31½	.....	205	285	1,862	2,586	40	.....
323	5,000	205	4,000	.....	25	69	117	.....	.....	3	.....
324	6,000	305	10,000	2	.....	74	86	500	.....	6	.....
325	400,000	286	113,000	.....	40	40	623	.....	.....	31	.....
326	86,700	280	68,714	.....	50	597	780	3,830	10,363	35	.....
327	60,000	250	50,750	.....	25	152	780	.....	.....	40	3
328	15,000	300	16,000	10	.....	150	60	.....	.....	8	.....
329	12,000	305	.....	.....	.....	89	178	.....	.....	2	.....
330	8,000	300	5,000	.....	yes	100	110	.....	.....	8	.....
331	150,000	300	55,000	4	.....	454	759	10,000	4,700	50	1

STOVE MANUFACTURERS, HOT AIR FURNACES

332	24,000	250	12,000	.....	50	101	165	900	1,091	9	.....
333	163,000	225	167,000	.....	25	1,243	1,714	800	.....	115	.....
334	.....	200	38,000	.....	20	650	669	500	.....	25	.....
335	125,000	225	82,000	.....	25	672	906	600	.....	60	.....
336	140,000	200	125,000	.....	20	338	1,769	.....	25,000	75	.....
337	15,000	150	6,000	.....	50	70	65	.....	.....	1	.....
338	110,000	280	85,800	.....	16	364	561	.....	.....	62	1
339	500,000	245	363,643	.....	39	2,331	1,827	19,397	.....	171	.....
340	100,000	300	60,000	.....	15	243	444	1,000	23,000	40	.....
341	300,000	250	119,965	.....	35	1,797	2,162	.....	.....	47	.....
342	100,000	215	85,324	.....	48½	1,651	1,820	.....	14,397	60	.....
343	490,000	200	215,000	.....	24	2,217	3,136	2,177	19,067	160	.....
344	1,500,000	300	1,119,200	.....	30	9,000	10,000	.....	210,000	500	.....

FROM MANUFACTURERS.

IRON WORKS.—TABLE NO. 9.

Total wages paid during year to wage-earners.		Weekly wages paid.				Total No. salaried clerks and officials.		Total salaries paid to clerks, officials, etc., during year.	Wages during year have—		Class of employees affected.		Office No.
Male.	Female.	Male.		Female.		Male.	Female.		Increased.	Decreased.	Wage-earners.	Clerks, officials, etc.	
		Skilled.	Unskilled.	Skilled.	Unskilled.								
\$	\$	\$ c.	\$ c.	\$ c.	\$ c.			\$	%	%	%	%	
24,756						7		6,300					299
150,035	7,185	15 00	11 10	10 20	4 50	20	5	29,387		30	10	20	300
11,048		18 00	10 20			3	2	8,720		10	10		301
7,640													302
25,532		20 00	16 50			2		1,960					303
5,055		22 00	11 00										304
													305
47,920		18 00	12 00			8	2	21,216					306
900			9 00										307
143,000						10	4	23,000					308
49,523		18 00	12 00			4		5,816	10		10	10	309
112			12 00										310
29,000		19 20	13 20				1	1,500					311
82,428		24 00	12 00			10		10,265					312
11,359		15 00	10 50			2		1,480		35	10	25	313
1,980						2		6,000		35	15	25	314
22,129	520	21 00	10 50			1	1	4,820		4	4		315
													316
63,187		19 50	10 50			1		520					317
83,271		16 50	10 50			21		22,375					318
4,000		15 00	10 50			1							319
66,877	483	16 50	12 00		7 00	20	5	25,356					320
14,910		15 00	10 50			4	1	9,385					321
31,023						3	1	3,680					322
2,560		24 00	12 00			1		108					323
1,800		12 00											324
19,929		19 50	12 00			8	1	10,700	10			10	325
21,798		19 20	12 00			5		7,338		40	10	30	326
20,493	both					4		5,776					327
4,500		18 00	12 00			1	1						328
1,000													329
3,600		15 00	10 50			1		600					330
22,000	650	19 50	12 00	12 00		4	1	6,350					331

AND HEATING APPARATUS.—TABLE NO. 10.

2,833		18 00	9 00			2		1,900					332
69,572		18 00	12 00			1	3	5,932					333
12,000		18 00				2	1	2,000					334
36,050													335
35,000		18 00	10 50			5	1	12,000					336
300													337
30,997	both	15 00	10 00			3	1	4,596					338
93,419		19 76				10	1	24,136	10		10	10	339
24,060		15 00	12 00			3	1	3,260					340
23,410		24 00	12 00			2		1,500					341
30,525						8	1	9,795					342
86,148		18 00	12 00			15	3	25,150					343
335,000	pc. work		12 00			48	6			7	7	7	344

RETURNS IN DETAIL

ENGINES, BOILERS AND MACHINERY FACTORIES; ENGINEERS

Office No.	Capital employed including plant.	No. of days in operation during 1914.	Gross value of products manufactured during year.	Production during year.		Taxes paid during year.	Insurance paid during year.	Amount expended on permanent repairs or plant enlargement.	Other uncontrollable expenses.	Total No. of employees, wage-earners only.	
				Increased.	Decreased.					Male.	Female.
	\$		\$	%	%	\$	\$	\$	\$		
345	78,400	313	75,000	.....	.....	655	both	.....	.....	50	.....
346	300	75	.....	.....	yes	80	.....	.....	.....	9	.....
347	17,000	312	20,239	.....	.....	87	62	500	634	1	.....
348	167,000	not	working	.....	yes	585	596	.....	.....	2	.....
349	.....	300	.....	.....	50	65	2,500	.....	.....	125	.....
350	190,000	310	.....	.....	.....	4,700	325,000	.....	.....	14	.....
351	35,110	300	15,823	.....	1	127	130	240	5,536	4	.....
352	18,000	300	10,000	yes	.....	140	120	100	.....	25	.....
353	80,000	300	71,572	10	.....	160	426	.....	.....	2	.....
354	800	280	3,200	.....	25	16	23	.....	.....	65	.....
355	145,000	300	100,000	25	.....	.....	1,000	7,000	1,200	85	3
356	200,000	300	160,000	.....	17	3,000	1,250	1,600	.....	16	.....
357	46,000	300	27,000	.....	50	76	201	400	.....	20	.....
358	123,200	300	53,450	.....	35	594	1,720	.....	.....	40	.....
359	200,000	278	107,000	.....	.....	230	1,700	6,000	6,000	7	.....
360	75,000	310	.....	.....	.....	80	247	.....	6,311	120	.....
361	217,355	305	176,120	.....	49	579	1,977	3,150	29,836	30	.....
362	22,000	305	12,439	.....	57	55	154	.....	.....	4	.....
363	8,000	300	.....	.....	.....	36	60	25	.....	50	.....
364	211,000	300	66,468	.....	40	435	569	.....	.....	250	.....
365	.....	300	100,000	.....	.....	375	650	.....	.....	14	.....
366	950,000	300	397,000	.....	30	2,540	5,500	150,000	.....	12	1
367	78,397	300	21,654	.....	50	148	578	.....	4,663	70	.....
368	30,000	288	15,690	yes	.....	181	257	.....	166	50	.....
369	150,000	250	120,000	75	.....	288	1,134	1,500	2,000	14	.....
370	170,000	300	120,000	.....	.....	350	900	.....	.....	9	.....
371	20,000	300	18,789	.....	35	148	482	.....	.....	13	.....
372	4,500	300	.....	.....	.....	52	42	.....	.....	8	.....
373	40,000	300	20,000	.....	.....	240	108	600	3,870	4	.....
374	65,000	300	30,399	.....	35	203	757	.....	5,570	7	.....
375	20,000	300	25,000	.....	20	150	300	.....	.....	14	.....
376	4,000	280	2,000	.....	.....	68	.....	.....	.....	89	.....
377	16,821	305	10,830	66	.....	18	157	1,062	2,202	11	.....
378	15,000	305	23,000	.....	25	43	179	.....	1,512	8	.....
379	178,300	300	87,000	.....	14	333	2,300	3,000	9,000	60	.....
380	52,000	286	63,989	.....	50	308	835	.....	13,125	5	.....
381	20,000	305	15,000	.....	20	22	20	.....	.....	18	.....
382	177,000	305	78,000	.....	13	501	700	3,800	.....	16	.....
383	33,680	307	5,128	.....	.....	.....	374	.....	2,647	25	.....
384	60,000	300	32,727	.....	12	318	189	40	3,580	25	.....
385	40,000	308	43,900	.....	26	161	252	830	3,062	160	.....
386	75,223	300	40,477	.....	13	556	337	.....	2,052	4	.....
387	62,000	300	37,000	.....	.....	244	53	.....	.....	10	.....
388	600,000	305	350,000	.....	yes	.....	.....	.....	.....	9	.....
389	50,000	305	8,000	.....	.....	141	71	.....	.....	8	.....
390	4,000	310	2,800	.....	25	26	40	.....	.....	29	.....
391	3,000	260	.....	.....	.....	34	.....	150	.....	2	.....
392	20,000	300	10,000	.....	50	400	145	.....	.....	10	.....
393	10,000	305	9,000	.....	yes	78	400	.....	.....	9	.....
394	146,000	300	55,000	.....	yes	222	380	1,000	.....	8	.....
395	8,000	300	5,000	.....	.....	30	38	2,300	.....	2	.....
396	20,000	300	.....	.....	50	.....	60	.....	.....	1	.....
397	32,000	300	9,273	.....	yes	50	.....	800	1,206	8	.....
398	150,000	275	200,000	.....	25	474	600	.....	.....	70	.....
399	792,000	260	580,000	.....	21	5,800	1,500	15,000	99,000	300	.....

FROM MANUFACTURERS.

AND MACHINE SHOPS.—TABLE NO. 11.

Total wages paid during year to wage-earners.		Weekly wages paid.				Total No. salaried clerks and officials.		Total salaries paid to clerks, officials, etc., during year.	Wages during year have—		Class of employees affected.		Office No.
Male.	Female.	Male.		Female.		Male.	Female.		Increased.	Decreased.	Wage-earners.	Clerks, officials, etc.	
		Skilled.	Unskilled.	Skilled.	Unskilled.								
\$	\$	\$ c.	\$ c.	\$ c.	\$ c.	2	1	\$	%	%	%	%	
20,000		21 00	15 00					8,000					345
5,368		14 40	5 00			1		811					346
460													347
													348
													349
33,209						50	1						350
8,847		18 00	12 00			1	1	1,976					351
2,300		12 00											352
13,450		15 00	9 00			3		4,500					353
1,200		piece wk											354
25,000		15 00				5	3	10,128					355
60,000	1,300	18 00	12 00	15 00	7 80	9	3	15,000					356
6,000		15 00	10 20			2	2	3,500		10	10		357
8,700		15 00	10 50			3	1	4,150					358
14,000		15 00	10 50			3	1	6,000					359
3,200		21 00	15 00			2	1	5,400	yes		yes		360
61,953		16 50	10 20			17	1	20,324		15	15	15	361
5,044		15 00	9 00			2	1	2,886					362
2,000		12 00											363
28,286		12 00	10 50			5	1	7,167					364
22,133						6				10	10	10	365
168,917		19 50	13 50			32		50,000					366
8,472		14 40	11 10			3		2,365					367
5,277	416												368
18,000		18 00	9 00			8	3	10,000		25		25	369
25,000		18 00	10 50			8	2	6,000					370
7,649		15 00	10 50			2		2,023					371
													372
8,000		21 00	15 00			3	1	3,820					373
12,188		14 40	9 00			1		2,500					374
5,000		17 00	10 00										375
1,000													376
4,648		12 00	9 00			2		2,768					377
12,000		21 00	15 60			2		2,000					378
40,000		15 90	10 50			5	3	7,300	yes		yes	yes	379
7,814		18 00	12 90			7		4,260					380
4,800						1		1,500		yes	yes		381
31,000		20 40				6	3	9,000					382
4,797		18 00											383
12,366		18 00	12 00			3		3,075					384
9,765		15 00	11 00			4	1	3,380					385
15,168		24 00	15 00			2		1,798	10		10	10	386
15,483		18 00	12 00			2	1	2,264					387
113,444		21 00	10 50			6	3	17,600					388
3,573		16 50	12 00						10		10		389
1,400		15 00											390
6,000		21 00	12 00										391
5,000		18 00	5 00			1		600		10	10		392
5,500		21 00											393
18,000		18 00	12 00			5	3	6,000					394
1,800													395
500						1	1	1,700					396
3,113		15 00	6 00				1	355					397
36,000		15 00	12 00			6		11,500					398
165,000		13 50				35	10	52,000		yes	25	13	399

RETURNS IN DETAIL

ENGINES, BOILERS AND MACHINERY FACTORIES; ENGINEERS

Office No.	Capital employed. including plant.	No. of days in opera- tion during 1914.	Gross value of products manufac- tured during year.	Production during year.		Taxes paid during year.	Insurance paid dur- ing year.	Amount expended on permanent repairs or plant enlargement.	Other uncontrollable expenses.	Total No. of employees, wage-earners only.	
				Increased.	Decreased.					Male.	Female.
	\$		\$	%	%	\$	\$	\$	\$		
400	98,300	275	60,359	.....	25	152	488	.....	.....	29	.....
401	15,000	280	14,626	yes	.....	301	.....	.....	.....	10	.....
402	250,000	300	180,000	20	.....	1,026	both	15,256	32,213	100	.....
403	25,500	293	24,090	20	.....	136	224	1,360	1,847	6	.....
404	50,864	306	28,498	.....	30	108	716	21,696	1,565	17	.....
405	5,000	365	.....	.....	.....	33	24	.....	.....	3	.....

METALLIC ROOFING AND

406	116,000	305	.....	.....	.....	189	160	.....	.....	23	.....
407	30,000	280	28,000	.....	21	.....	494	.....	3,900	9	.....
408	5,100	250	21,800	30	.....	.....	179	300	550	6	.....
409	821,400	225	252,000	.....	13	2,173	389	10,483	.....	165	11
410	150,000	305	120,000	25	.....	209	579	.....	.....	25	.....
411	27,200	305	68,418	.....	40	438	329	.....	3,451	30	.....
412	10,000	305	25,000	10	.....	95	45	25	252	6	1
413	150,000	300	75,000	.....	yes	500	1,200	.....	.....	20	.....
414	25,000	305	15,000	.....	30	24	400	.....	.....	6	.....
415	.....	250	120,000	.....	15	325	576	1,000	.....	40	.....
416	6,000	305	7,000	20	.....	60	12	2,000	.....	8	.....
417	6,000	305	1,500	yes	.....	310	70	.....	.....	1	.....
418	80,569	182	.....	.....	50	105	406	.....	.....	7	.....
419	65,000	305	75,000	.....	5	593	599	.....	.....	35	.....
420	57,600	300	70,000	.....	.....	260	1,300	12,800	.....	35	.....
421	75,000	300	60,000	.....	10	300	1,800	.....	20,000	42	3
422	100,000	266	91,215	.....	30	484	886	.....	.....	26	4
423	207,502	283	132,056	.....	19	72	1,670	1,503	57,349	122	10
424	100,000	300	80,000	.....	.....	.....	.....	.....	.....	35	.....
425	330,000	300	502,620	.....	25	2,629	3,176	19,000	.....	300	.....
426	29,500	300	16,000	.....	40	115	300	260	2,458	6	.....
427	26,563	245	23,611	.....	44	36	328	1,600	3,426	7	.....
428	.....	300	122,786	.....	18	544	771	3,828	8,708	25	.....
429	459,700	300	490,428	3	.....	610	2,000	10,000	45,000	200	.....
430	275,000	304	89,750	.....	10	522	1,300	9,865	.....	78	15
431	281,771	304	733,472	.....	17	762	1,839	26,332	90,578	109	40
432	35,000	256	20,950	.....	40	173	191	500	1,200	9	.....
433	300,000	300	315,000	.....	30	800	1,800	20,000	28,000	125	.....
434	16,000	300	9,620	.....	25	121	53	140	723	3	.....
435	10,000	270	13,000	.....	10	60	15	1,000	.....	3	.....
436	10,000	305	32,000	.....	.....	114	270	2,500	.....	14	2
437	82,000	305	97,500	.....	25	332	1,400	.....	40,800	75	14
438	70,000	305	33,255	.....	25	379	50	115	.....	16	.....
439	70,000	302	85,000	40	.....	89	504	2,000	17,300	36	.....
440	25,000	290	12,000	.....	15	50	276	.....	.....	4	.....
441	4,000	156	1,100	.....	10	60	24	.....	.....	3	.....
442	500	.....	100	.....	yes	500	.....	.....	.....	.....	.....
443	9,000	305	100,000	.....	yes	.....	.....	.....	.....	50	.....
444	125,000	.....	.....	.....	yes	.....	847	.....	.....	2	.....

RETURNS IN DETAIL

WIRE FENCE, WIRE ROPE AND

Office No.	Capital employed including plant.	No. of days in operation during 1914.	Gross value of products manufactured during year.	Production during year.		Taxes paid during year.	Insurance paid during year.	Amount expended on permanent repairs or plant enlargement.	Other uncontrollable expenses.	Total No. of employees, wage-earners only.	
				Increased.	Decreased.					Male.	Female.
	\$		\$	%	%	\$	\$	\$	\$		
445	100,000	300	213,769	.....	.....	520	951	.....	92,189	70	.....
446	151,290	200	150,000	yes	.....	113	449	.....	2,500	25	.....
447	200,000	225	275,000	.....	.....	600	300	3,000	5,000	33	.....
448	50,000	300	41,000	.....	30	400	50	.....	.....	30	.....
449	18,300	305	20,000	10	.....	112	126	.....	3,635	10	.....
450	62,000	304	140,845	10	.....	1,114	887	5,000	1,168	54	14
451	37,350	300	22,716	8½	.....	71	161	.....	6,760	8	4
452	1,026,725	304	1,428,619	.....	yes	792	198	6,099	43,517	150	34
453	506,935	304	349,528	6	.....	311	383	5,177	16,278	25	.....
454	54,250	200	33,706	yes	.....	73	156	.....	3,037	5	.....
455	578,500	275	648,123	.....	15	5,586	8,819	.....	.....	260	.....
456	.....	300	.....	.....	yes	.....	.....	.....	.....	.....	.....
457	43,267	300	132,332	.....	10	97	1,052	.....	17,005	28	4
458	34,000	300	90,000	20	.....	143	294	.....	3,700	10	.....
459	349,200	300	677,546	.....	2	216	1,739	7,700	.....	130	.....
460	112,458	307	452,781	.....	4	158	861	2,254	4,894	875	.....

BRASS AND COPPERWARE FACTORIES AND

461	250,000	250	328,621	.....	21½	1,584	1,750	.....	.....	82	.....
462	41,829	305	39,707	.....	yes	249	294	.....	.....	26	2
463	72,351	300	45,050	.....	30	286	590	145	.....	40	7
464	10,500	307	17,694	7½	.....	143	94	.....	.....	5	1
465	529,848	300	212,820	.....	24	2,770	991	.....	.....	165	.....
466	75,000	300	59,943	10	.....	400	350	2,850	19,354	30	.....
467	150,000	300	75,000	.....	25	320	1,200	2,000	2,380	50	5
468	8,000	300	10,000	.....	50	53	150	.....	.....	8	.....
469	133,500	300	185,000	.....	15	757	1,188	285	6,800	56	.....
470	700,000	365	627,354	.....	.....	258	461	50,000	.....	123	.....
471	83,000	300	200,000	.....	25	350	800	.....	.....	55	.....
472	5,000	300	14,000	.....	25	13	58	.....	.....	4	.....
473	50,000	300	44,175	.....	22	481	408	.....	.....	20	.....
474	146,000	300	99,000	.....	yes	599	2,245	.....	51,996	50	.....
475	.....	.....	.....	.....	yes	100	510	.....	.....	.....	.....
476	35,000	250	100,000	.....	yes	.....	350	3,000	.....	35	3
477	35,000	300	29,000	.....	.....	350	310	.....	.....	28	3
478	202,440	306	66,446	.....	70	283	49	1,996	3,773	8	.....
479	8,000	275	6,000	.....	25	60	100	.....	2,400	2	.....
480	.....	300	396,121	.....	14	270	1,220	4,027	7,274	150	.....

SILVER AND PLATEDWARE FACTORIES

481	30,000	200	15,600	.....	70	150	150	4,000	500	8	2
482	312,398	292	236,993	.....	12½	403	.....	3,761	.....	91	19
483	16,957	300	30,697	.....	18	40	585	.....	.....	11	.....
484	1,000,000	300	139,834	.....	15—86	1,571	1,045	68,562	24,027	85	15
485	227,553	293	177,467	.....	32—28	773	856	2,615	11,712	94	28
486	600,000	248	236,350	.....	42	1,338	1,559	8,238	21,268	83	27
487	550,000	290	358,300	.....	25	1,780	360	.....	.....	110	22

FROM MANUFACTURERS.

WIRE CLOTH FACTORIES.—TABLE NO. 13.

Total wages paid during year to wage-earners.		Weekly wages paid.				Total No. salaried clerks and officials.		Total salaries paid to clerks, officials, etc., during year.	Wages during year have—		Class of employees affected.		Office No.
Male.	Female.	Male.		Female.		Male.	Female.		Increased.	Decreased.	Wage-earners.	Clerks, officials, etc.	
		Skilled.	Unskilled.	Skilled.	Unskilled.								
\$	\$	\$ c.	\$ c.	\$ c.	\$ c.			\$	%	%	%	%	
55,862		24 00	15 00			8	3	7,098					445
7,883		18 00	10 50			7	3	7,000					446
18,760		19 50	15 00			5	2	12,824					447
14,000							1	500					448
7,872		24 00	12 00			4	2	7,115					449
32,505	2,340	16 50	10 80	7 50	6 00	2	3	5,500	5		5	5	450
3,156	718	15 00	7 80	8 00	6 60	1	1	1,110		10	10	10	451
62,887	4,816	18 60	11 10	7 00		12	5	16,145					452
14,557		18 00	12 00			5	5	8,539					453
3,132		18 00	12 00			4	1	2,163	yes		yes		454
154,413		18 00	10 50			15	9	31,703					455
													456
5,712	800	21 00	11 40		5 00	6		5,033					457
3,361		16 50	10 50			6	1	4,200					458
88,244		18 00	12 00			16	7	28,274					459
298,620		18 00	12 00			7	10	9,651		10	10		460

PLUMBING SUPPLIES.—TABLE NO. 14.

57,737	.....	16 20	10 80	.....	.....	13	3	23,602	.....	42½	42½	42½	461
15,950	both	.....	.....	.....	.....	3	.....	4,004	yes	.....	yes	yes	462
18,660	1,725	15 00	9 00	5 40	4 20	5	2	4,050	.....	10	10	10	463
3,100	600	.....	.....	.....	.....	2	.....	1,500	.....	.....	.....	.....	464
68,816	.....	15 00	10 50	.....	.....	31	7	31,940	.....	.....	.....	.....	465
19,553	.....	18 00	12 00	.....	.....	2	2	6,200	.....	20	20	.....	466
18,071	2,504	.....	.....	.....	.....	2	2	8,252	.....	yes	35	50	467
3,500	.....	19 20	7 20	.....	.....	2	.....	2,000	.....	.....	.....	.....	468
36,068	.....	.....	.....	.....	.....	12	.....	17,367	.....	.....	.....	.....	469
83,704	.....	18 00	12 00	.....	.....	8	1	17,060	.....	.....	.....	.....	470
30,000	.....	16 50	9 00	.....	.....	6	2	7,900	.....	.....	.....	.....	471
2,879	.....	21 60	15 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	472
16,719	.....	18 00	9 00	.....	.....	1	.....	1,800	.....	.....	.....	.....	473
42,681	.....	15 00	12 00	.....	.....	5	1	7,602	.....	.....	.....	.....	474
20,144	756	18 00	10 80	.....	6 00	1	1	.....	.....	.....	.....	.....	475
16,800	325	16 50	12 00	9 00	.....	5	1	.....	.....	.....	.....	.....	476
5,984	.....	15 90	13 80	.....	.....	2	1	3,400	.....	.....	.....	.....	477
1,275	.....	18 00	12 00	.....	.....	3	1	6,540	.....	.....	.....	.....	478
85,027	.....	18 00	10 50	.....	.....	2	.....	1,730	.....	.....	.....	.....	479
						9	8	18,063	.....	.....	.....	.....	480

JEWELRY FACTORIES.—TABLE NO. 15.

8,000	300	15 00	5 00	5 00	.....	1	1	2,300	.....	.....	.....	.....	481
55,447	8,252	18 00	10 50	10 50	7 50	3	1	6,560	.....	.....	.....	.....	482
6,954	.....	21 00	.....	.....	.....	.....	2	716	.....	.....	.....	.....	483
67,660	both	18 00	12 00	10 50	7 50	14	10	31,258	.....	.....	.....	.....	484
49,329	4,879	15 00	8 00	7 00	4 00	8	7	10,070	.....	10	10	10	485
64,115	7,321	18 00	12 00	12 00	9 00	3	3	17,026	.....	.....	.....	.....	486
67,960	both	21 00	12 00	9 00	.....	5	3	14,000	.....	.....	.....	.....	487

RETURNS IN DETAIL

WOOLLENS, COTTONS, LINENS AND

Office No.	Capital employed including plant.	No. of days in operation during 1914.	Gross value of products manufactured during year.	Production during year.		Taxes paid during year.	Insurance paid during year.	Amount expended on permanent repairs or plant enlargement.	Other uncontrollable expenses.	Total No. of employees, wage-earners only.	
				Increased.	Decreased.					Male.	Female.
488	\$	305	\$ 7,054	%	%	\$ 61	\$ 461	\$	\$ 1,412	4	
489	11,000	305	22,900		15	157	140			6	2
490	15,000	300	25,000	yes		80	100			7	10
491	5,000	200	3,000		50	75	90			3	
492	165,000	300	330,000	50		876	1,925		33,015	75	60
493	1,000	300				21					
494	37,000	220	33,500		25	113	410	650	1,338	10	8
495	249,000	285	380,000	6		2,431	1,216	5,000	50,687	90	70
496	1,000	30	100		10	37					
497	40,000	300	80,000		yes	100	250	2,000		15	3
498	2,200	220	2,600		yes	26				1	1
499	20,000	290	10,000			95				2	
500	50,000	300	130,000	12½		670	2,000	500		40	50
501	70,000	275	50,000			420	400	200		11	16
502	19,445	275	11,142	13		54	223			18	
503	300,000	305	400,000			1,200				70	90
504	40,000	305	20,000	25		427	345			7	5
505	100,000	250	50,000		30	200	800	1,000		25	10
506	2,000	300	7,641		15	48	23			3	1
507	7,000	300	20,000	5		540	250	300		2	4
508	1,000,000	300	1,000,000		30	9,200				400	300
509	112,843	300	100,000			1,027	both			26	19
510		263	288,625		17	758	500			80	160
511	40,000	160				111		500		7	7
512	50,000	300	76,035		11	178	600	500		25	46
513	41,700	244	40,000		40	255	675		200	7	11
514	325,000	260	370,000		20	1,800	1,500			129	54
515	340,000	305	351,000	1		1,551	898			102	122
516	26,000	300	66,300		17	158	650	1,700		15	15
517	9,500	245	12,500		5	49	57	250	255	50	20
518	30,400	305	55,000	20		555	500		28,000	15	5
519	20,000	305	33,000		yes	53	155	500		10	
520		305					60			2	
521	20,000	300	5,000			6,920				4	
522	800,000	260	640,000		7	3,915	1,020			135	235
523	2,000,000	246	1,430,000		21	10,140	2,575			590	457
524	150,000	300	75,000		25	450	1,400			18	12
525	900,000	240	530,115		24.40	1,096	1,851	286	3,903	94	185
526	7,000	135	10,700	3		37	47			20	2,598
527	35,000	300	45,000		40	18	200			7	24

KNITTED GOODS FACTORIES

528	1,500,000	305	2,000,000		4	9,352	3,523			265	45
529	20,000	200	24,000		33½	30	300			3	10
530	75,000	285	95,000		25	249	900	2,000		7	36
531	142,646	254	185,004		16½	557	2,438	3,685	22,665	34	72
532	25,600	300	25,550		30	172	347			3	25
533	64,218	290	60,870	17		303	1,215		11,874	3	60
534	98,500	300	78,306	10		347	1,245	5,000		23	5
535	210,000	277	169,780		26	756	255		15,131	20	40
536	200,000	278	253,000		10	1,300	130			55	75
537	15,000	300	92,972	12			185	1,059		12	53
538	75,000	280	66,000		20	155	150		12 00	18	16

RETURNS IN DETAIL

KNITTED GOODS FACTORIES AND

Office No.	Capital employed, including plant.	No. of days in opera- tion during 1914.	Gross value of products manufac- tured during year.	Produc- tion during year.		Taxes paid during year.	Insurance paid dur- ing year.	Amount expended on permanent repairs or plant enlargement.	Other uncontrollable expenses.	Total No. of employees, wage-earners only.	
				Increased.	Decreased.					Male.	Female.
	\$		\$	%	%	\$	\$	\$	\$		
539	200,000	300	225,000	10	.....	1,100	1,200	5,000	.....	100	40
540	50,000	302	70,000	.....	20	88	900	1,500	51,000	20	40
541	27,200	292	46,700	20	.....	330	278	500	7,756	1	25
542	6,456,374	282	3,540,978	.....	15	15,099	9,555	38,446	368,105	918	1,249
543	140,000	250	225,000	.....	10	1,300	300	1,500	.....	70	130
544	35,000	300	45,000	.....	40	180	200	.....	.....	7	24
545	562,300	278	585,190	.....	15	1,713	5,788	2,498	36,210	85	205
546	149,600	275	220,000	.....	.....	568	421	.....	.....	14	96
547	105,000	305	234,605	50	.....	714	2,425	4,090	.....	35	65
548	1,000,000	280	840,000	10	.....	3,505	3,276	35,000	53,500	350	350

CLOTHING FACTORIES, MEN'S AND WOMEN'S

549	.....	250	65,000	.....	.....	.....	171	75	2,577	7	22
550	15,000	300	65,000	.....	$\frac{1}{2}$	325	200	.....	.....	4	20
551	.....	300	16,179	.....	35	27	50	.....	.....	5	25
552	100,000	300	250,000	.....	10	926	800	1,000	.....	19	70
553	80,000	300	340,000	50	.....	450	1,700	3,500	1,500	25	140
554	30,000	285	95,000	.....	5	228	125	.....	.....	16	45
555	150,000	305	114,387	.....	40	1,229	956	.....	.....	10	86
556	4,000	280	35,000	.....	20	.....	.....	.....	.....	4	12
557	30,000	306	66,000	.....	6	843	318	.....	.....	15	20
558	133,595	295	194,652	$1\frac{1}{2}$	.....	533	771	.....	6,612	31	17
559	70,000	300	348,000	.....	$1\frac{1}{3}$	1,737	2,432	.....	.....	22	120
560	100,000	250	65,770	.....	30	286	327	331	.....	40	30
561	30,000	300	60,000	.....	10	230	400	.....	.....	4	30
562	208,000	305	300,000	.....	10	1,150	1,350	.....	.....	150	150
563	25,000	305	190,000	.....	yes	240	225	400	.....	12	75
564	40,000	250	66,846	.....	13	427	369	.....	1,449	24	43
565	40,000	264	75,000	.....	50	175	290	.....	.....	6	20
566	70,000	300	156,000	.....	25	900	1,200	.....	.....	20	80
567	50,000	300	16,000	.....	.....	89	925	.....	.....	2	7
568	135,000	260	150,000	.....	25	1,520	550	.....	1,055	30	10
569	59,048	275	112,000	.....	9	.....	586	1,000	.....	26	34
570	51,145	287	.....	.....	.....	150	42,500	.....	.....	15	100

BOOT AND SHOE MANUFACTURERS,

571	33,000	300	50,000	.....	30	250	.....	.....	5,000	4	30
572	2,000	305	6,000	10	.....	32	24	.....	.....	2	.....
573	600	75	500	.....	50	75	18	.....	.....	.....	.....
574	32,600	300	135,000	.....	18	152	910	.....	.....	30	10
575	150,000	300	500,000	.....	.....	386	1,500	.....	.....	80	20
576	250,000	300	97,140	1	.....	223	1,499	1,100	2,099	30	10
577	555,154	274	991,843	.....	14	2,272	1,506	6,676	55,275	198	153
578	500,000	260	1,000,000	.....	20	1,000	1,100	.....	2,500	180	125
579	20,000	300	40,000	10	.....	334	15,000	.....	.....	13	1
580	39,000	300	144,000	10	.....	200	300	.....	.....	40	20
581	84,374	265	109,046	.....	23	327	907	3,000	1,700	41	16
582	100,000	300	250,000	.....	.....	373	600	.....	.....	60	25

FROM MANUFACTURERS.

WOMEN'S UNDERWEAR.—TABLE NO. 17.—Continued.

Total wages paid during year to wage-earners.		Weekly wages paid.				Total No. salaried clerks and officials.		Total salaries paid to clerks, officials, etc., during year.	Wages during year have—		Class of employees affected.		Office No.
Male.	Female.	Male.		Female.		Male.	Female.		Increased.	Decreased.	Wage-earners.	Clerks, officials, etc.	
		Skilled.	Unskilled.	Skilled.	Unskilled.								
\$	\$	\$ c.	\$ c.	\$ c.	\$ c.			\$	%	%	%	%	
30,000	15,000	15 00	10 50	9 00	7 50	2	1	4,500	.....	.....	.....	.....	539
9,440	10,845	15 00	6 00	9 00	7 50	1	1	2,150	.....	.....	.....	.....	540
575	7,975	12 00	.....	8 00	5 00	2	1	3,365	.....	.....	.....	.....	541
387,181	378,635	.....	.....	.....	.....	18	32	51,000	.....	.....	.....	.....	542
65,000	both	18 00	10 50	9 00	6 00	2	1	4,100	.....	.....	.....	.....	543
5,100	6,250	15 00	12 00	7 50	6 00	.....	.....	.....	.....	.....	.....	.....	544
38,500	61,490	14 10	10 80	9 60	6 00	3	2	6,080	.....	.....	.....	.....	545
34,716	both	14 00	12 00	10 00	5 00	7	6	11,367	.....	.....	.....	.....	546
32,631	both	15 00	9 00	piece	work	3	1	4,460	10	.....	10	10	547
213,000	both	.....	.....	.....	.....	6	7	10,000	10	.....	10	10	548

WHITEWEAR, MILLINERY.—TABLE NO. 18.

4,200	9,000	13 00	6 00	9 00	5 50	4	1	4,550	.....	.....	.....	.....	549
5,000	both	.....	.....	.....	.....	3	.....	3,400	.....	.....	.....	.....	550
2,964	5,204	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	551
9,973	23,936	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	552
15,250	34,460	12 50	.....	6 00	.....	9	3	11,000	10	.....	10	10	553
10,260	14,749	15 90	10 50	12 00	6 60	3	.....	4,000	.....	.....	.....	.....	554
22,278	both	piece	work	.....	.....	12	9	18,390	.....	40	40	.....	555
2,500	2,500	15 00	10 00	9 00	5 00	.....	.....	.....	.....	.....	.....	.....	556
12,500	15,391	15 00	.....	.....	5 40	.....	.....	.....	.....	.....	.....	.....	557
22,250	8,256	16 50	10 50	9 90	.....	5	2	9,954	.....	.....	.....	.....	558
73,105	both	piece	work	.....	.....	4	3	9,000	.....	.....	.....	.....	559
19,275	8,406	15 00	10 50	9 00	6 00	4	.....	8,400	.....	.....	.....	.....	560
2,600	10,000	15 00	10 00	6 00	.....	2	1	3,600	.....	.....	.....	.....	561
65,300	32,600	.....	.....	.....	.....	8	7	22,000	.....	.....	.....	.....	562
7,000	25,000	12 00	9 00	9 00	4 00	1	.....	930	.....	.....	.....	.....	563
30,464	both	.....	.....	.....	.....	2	4	4,186	.....	.....	.....	.....	564
4,000	both	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	565
12,000	32,000	piece	work	piece	work	7	2	8,000	.....	10	10	.....	566
1,592	1,300	24 00	.....	7 00	4 50	1	1	2,500	.....	.....	.....	.....	567
35,584	both	.....	.....	.....	.....	4	2	5,000	.....	10	10	10	568
11,996	10,967	.....	.....	.....	.....	1	.....	6,000	.....	.....	.....	.....	569
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	570

FELT FOOTWEAR.—TABLE NO. 19.

3,000	11,000	.....	.....	.....	.....	3	2,000	.....	.....	.....	.....	.....	571
1,000	.....	10 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	572
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	573
17,000	3,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	574
60,000	both	20 00	9 00	12 00	5 00	2	2	3,000	.....	.....	.....	.....	575
18,930	both	pc. work	.....	.....	.....	1	2	.....	.....	.....	.....	.....	576
115,587	47,568	15 00	10 50	10 20	7 50	13	4	16,525	5	.....	.....	5	577
91,561	38,831	15 00	10 80	9 00	6 60	25	15	28,000	.....	.....	.....	.....	578
7,000	450	.....	.....	.....	.....	4	.....	2,880	.....	.....	.....	.....	579
24,000	both	21 00	.....	15 00	.....	3	3	4,000	.....	.....	.....	.....	580
15,760	3,940	18 00	12 00	9 00	5 50	4	.....	5,800	.....	.....	.....	.....	581
27,000	6,000	15 00	12 00	9 00	6 00	1	1	.....	.....	.....	.....	.....	582

RETURNS IN DETAIL

BOOT AND SHOE MANUFACTURERS,

Office No.	Capital employed including plant.	No. of days in operation during 1914.	Gross value of products manufactured during year.	Production during year.		Taxes paid during year.	Insurance paid during year.	Amount expended on permanent repairs or plant enlargement.	Other uncontrollable expenses.	Total No. of employees, wage-earners only.	
				Increased.	Decreased.					Male.	Female.
	\$		\$	%	%	\$	\$	\$	\$		
583	149,800	275	331,967	2½	1,282	1,697	.....	.....	.....	87	49
584	52,000	169	33,000	.....	yes	140	840	.....	4,500	19	8
585	55,000	275	85,000	9	.....	102	825	110	.....	24	8
586	30,000	300	40,000	20	.....	2,000	500	6,000	2,500	8	5
587	69,000	300	100,000	yes	.....	284	850	.....	.....	25	1
588	62,349	300	111,767	10	.....	62	586	1,390	9,785	27	56
589	120,000	300	260,000	.....	27½	500	1,568	.....	.....	80	40
590	116,000	264	197,375	.....	20	381	1,314	4,242	16,680	50	30
591	82,512	300	116,583	2	.....	330	339	2,283	.....	40	28

FUR MANUFACTURERS, DRESSERS AND DYERS;

592	30,000	305	44,000	.....	50	357	365	.....	.....	9	10
593	150,000	300	180,000	.....	10	590	410	.....	.....	80	25
594	25,000	295	27,830	.....	.....	75	188	768	.....	6	8
595	30,000	310	10,000	.....	50	426	270	.....	402	3	3
596	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
597	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
598	10,000	300	25,000	.....	.....	300	18	.....	.....	4	3
599	50,000	300	60,000	.....	10	450	28,000	.....	.....	9	30

TANNERS, HARNESS AND LEATHER

600	300,000	250	330,000	.....	25	3,500	600	.....	.....	135	25
601	100,000	300	198,000	.....	10	275	2,000	2,000	3,225	33	.....
602	23,658	300	39,603	.....	27	114	98	.....	1,234	10	16
603	800,000	300	1,000,000	25	.....	926	946	.....	18,173	120	.....
604	75,046	260	76,106	.....	10	160	949	703	.....	13	.....
605	5,000	300	10,000	.....	10	20	29	.....	.....	7	.....
606	5,000	250	10,000	.....	yes	15	40	.....	1,000	2	.....
607	10,000	305	30,000	.....	5	26	171	.....	.....	6	8
608	1,200,000	300	1,670,000	15	.....	3,098	8,235	14,000	40,850	275	.....
609	30,000	300	100,000	50	.....	450	400	.....	.....	30	3
610	250,000	300	547,317	.....	19½	1,538	4,012	.....	.....	75	.....
611	5,500	310	45,000	.....	10	444	421	.....	.....	19	.....
612	47,093	300	53,219	.....	yes	74	253	.....	.....	10	15
613	9,000	300	40,000	.....	.....	160	150	.....	.....	5	20
614	100,000	300	400,000	10	.....	377	1,500	5,000	.....	35	.....
615	50,000	250	22,000	.....	.....	150	400	350	.....	9	.....
616	3,000	295	4,314	.....	5	135	1,850	.....	58	12	4
617	8,000	320	2,000	.....	5	100	300	.....	.....	3	.....
618	35,000	300	80,000	.....	12½	.....	80	300	1,200	45	30
619	50,000	300	68,600	2	.....	110	733	.....	.....	12	.....
620	120,000	300	600,000	100	.....	152	2,145	5,500	9,523	55	.....
621	10,000	300	40,000	.....	.....	60	85	.....	.....	4	4
622	25,000	310	20,000	.....	.....	143	130	.....	.....	3	.....
623	40,000	300	50,000	.....	.....	175	301	800	2,815	20	.....
624	200,000	305	300,000	yes	.....	1,100	3,000	.....	.....	200	10
625	200,000	300	1,000,000	5	.....	1,326	3,800	19,136	38,585	163	81
626	.....	291	28,048	.....	23	.....	236	.....	.....	2	.....
627	115,021	306	86,249	10	.....	685	748	5,150	3,350	75	6

FROM MANUFACTURERS.

FELT FOOTWEAR—TABLE NO. 19.—Continued.

Total wages paid during year to wage-earners.		Weekly wages paid.				Total No. salaried clerks and officials.		Total salaries paid to clerks, officials, etc., during year.	Wages during year have—		Class of employees affected.		Office No.
Male.	Female.	Male.		Female.		Male.	Female.		Increased.	Decreased.	Wage-earners.	Clerks, officials, etc.	
		Skilled.	Unskilled.	Skilled.	Unskilled.								
\$	\$	\$ c.	\$ c.	\$ c.	\$ c.			\$	%	%		%	
54,562	25,241					10	2	13,944					583
6,517	both	12 00	10 50	6 60	4 80	1		1,500					584
13,400	2,550	18 00	9 00	10 50	6 00	2	4	4,300					585
8,500	both	20 00	15 00	10 00		6		4,000	yes		yes		586
15,000	250					3		1,700					587
16,900	16,500	18 00	12 00	12 00	6 50	5	5	8,000					588
52,000	11,700	piece	work	piece	work	3	2	3,360					589
42,869	both	18 00	12 00	12 00	9 00	2	2	6,443					590
22,133	9,486	piece	work	piece	work	4	2						591

HAT AND CAP FACTORIES.—TABLE NO. 20.

4,914	3,120	10 50		6 00		3	2	2,300					592
31,100	both	18 00	12 00	12 00	6 00	3	1	6,500					593
2,672	1,609	pc. work				2	1	2,851					594
1,877	1,262	20 00		10 00			1	442					595
													596
													597
3,500	2,100												598
8,424	16,720	18 00		12 00		2	1			20		20	599

GOODS FACTORIES.—TABLE NO. 21.

65,000	15,000	18 00	10 00	9 00	4 80	4	3	4,000					600
17,266		pc. work											601
9,290	5,574	20 00		8 00		3		4,420					602
68,422		15 00	11 00			6	1	12,266	10		10		603
6,634		15 00	10 50										604
2,800		16 20	10 80										605
900		10 00											606
2,912	2,496					1		325					607
154,920						15	3	29,826					608
10,000	both	15 00	9 00		6 00	2	1	6,000	20		20	20	609
39,330		pc. work	10 00			4	1	9,890					610
10,940						6	2	5,510					611
4,994	4,000	15 00	9 90	10 50	6 00	1		1,200					612
2,000	4,000	12 00	9 00	8 00	5 00								613
23,000		15 00	9 60			2	1	6,000					614
5,000		13 00	12 00										615
1,708	190	12 00	7 50	9 00	6 00								616
1,500		12 00	10 50										617
8,000	4,000					6	2	9,800					618
5,020		11 00	9 00										619
29,770						3		7,460					620
2,500	1,500	15 00		10 00		1		750					621
1,710		14 00	7 00										622
8,000		18 00	12 00			1	2	3,000	15		15		623
100,000	both												624
103,241	26,473	piece	work	piece	work	6	5	18,000					625
1,352		12 00				1		168					626
15,375	750	18 00	11 00	7 00	6 00	3	1	2,150	14		14		627

RETURNS IN DETAIL

FLOUR AND FEED MILLS; CEREAL

Office No.	Capital employed including plant.	No. of days in operation during 1914.	Gross value of products manufactured during year.	Production during year.		Taxes paid during year.	Insurance paid during year.	Amount expended on permanent repairs or plant enlargement.	Other uncontrollable expenses.	Total No. of employees, wage-earners only.	
				Increased.	Decreased.					Male.	Female.
628	\$ 30,000	305	\$ 35,000	.....	.....	292	360	\$ 600	.....	3	.....
629	22,500	310	32,000	.....	yes	243	805	700	600	6	.....
630	11,000	305	47,000	yes	.....	44	105	100	.....	1	.....
631	60,000	300	65,000	.....	.....	225	800	1,000	15,000	6	.....
632	20,000	300	30,000	10	.....	137	180	.....	.....	2	.....
633	10,000	150	30,000	30	.....	153	200	120	.....	2	.....
634	25,000	300	150,000	.....	.....	.....	700	.....	.....	10	.....
635	40,000	300	300,000	.....	.....	300	500	1,000	500	7	1
636	25,000	300	380,000	.....	.....	.....	.....	.....	.....	5	.....
637	6,000	300	.....	.....	.....	39	65	.....	.....	2	.....
638	8,000	300	.....	yes	.....	.....	3,000	500	.....	2	.....
639	65,200	305	326,722	.....	16	1,015	1,165	1,800	3,700	55	2
640	35,000	305	180,000	.....	4	166	440	1,500	2,250	12	1
641	10,000	300	.....	.....	.....	366	300	.....	.....	3	.....
642	50,000	300	116,000	10	.....	897	1,085	.....	4,000	11	.....
643	25,000	305	.....	.....	yes	99	.....	100	.....	3	.....
644	200,000	313	425,000	10	.....	1,200	3,600	.....	.....	15	4
645	40,000	300	155,042	.....	yes	437	504	1,000	.....	8	.....
646	15,000	300	60,000	5	.....	80	400	.....	.....	2	.....
647	10,000	310	25,000	3	.....	40	150	.....	.....	1	.....
648	6,000	200	4,000	.....	25	25	105	.....	.....	1	.....
649	106,000	300	700,000	10	.....	1,300	3,000	.....	23,000	20	2
650	14,000	300	41,134	1	.....	159	258	201	3,931	4	.....
651	10,000	300	.....	.....	yes	70	73	.....	.....	1	.....
652	5,000	290	6,000	.....	.....	40	60	1,200	.....	1	.....
653	15,000	300	4,500	20	.....	60	365	250	1,200	5	.....
654	4,500	235	.....	.....	10	70	43	.....	.....	.....	.....
655	50,000	200	45,000	.....	15	300	240	.....	.....	4	.....
656	24,000	305	60,000	30	.....	225	380	2,000	.....	4	1
657	45,000	312	85,000	.....	20	330	200	3,000	.....	7	1
658	20,000	300	40,000	.....	.....	61	100	.....	.....	3	.....
659	13,000	300	5,000	.....	.....	116	175	100	.....	3	.....
660	30,000	306	73,895	.....	1	197	807	650	7,585	5	1
661	30,000	306	74,004	3	.....	143	646	.....	5,838	5	1
662	30,000	300	87,745	.....	.....	270	310	200	640	6	.....
663	22,000	300	40,000	.....	.....	175	125	.....	500	5	.....
664	40,000	300	176,604	72	.....	316	552	2,000	4,390	7	.....
665	7,000	310	25,129	11	.....	57	99	300	235	2	.....
666	20,000	300	42,000	.....	8	216	245	.....	.....	4	.....
667	40,000	300	25,000	.....	30	125	450	.....	.....	3	.....
668	25,000	.....	.....	.....	.....	42	44	.....	.....	.....	.....
669	4,000	300	.....	.....	10	67	52	50	.....	1	.....
670	7,000	250	8,000	.....	.....	130	.....	1,000	.....	2	.....
671	60,000	300	160,000	yes	.....	838	650	250	.....	8	.....
672	110,000	305	240,000	.....	.....	600	2,400	10,000	.....	22	.....
673	10,000	300	.....	.....	.....	140	37	.....	50	1	.....
674	800	100	800	10	.....	18	.....	50	.....	5	.....
675	75,000	260	395,491	.....	2½	284	1,108	2,838	3,003	19	3
676	5,000	300	.....	.....	.....	37	20	.....	25	.....	.....
677	10,000	305	15,250	.....	.....	46	43	145	.....	.....	3
678	8,000	300	12,000	.....	.....	72	128	.....	.....	4	.....
679	10,000	300	40,000	20	.....	140	150	.....	.....	2	.....
680	30,000	300	50,000	.....	.....	75	125	1,200	.....	2	.....
681	30,000	300	150,000	.....	.....	178	290	450	300	9	.....
682	2,000	150	650	.....	.....	64	.....	.....	.....	1	.....

FROM MANUFACTURERS.

FOOD FACTORIES.—TABLE NO. 22.

Total wages paid during year to wage-earners.		Weekly wages paid.				Total No. salaried clerks and officials.		Total salaries paid to clerks, officials, etc., during year.	Wages during year have—		Class of employees affected.		Office No.
Male.	Female.	Male.		Female.		Male.	Female.		Increased.	Decreased.	Wage-earners.	Clerks, officials, etc.	
		Skilled.	Unskilled.	Skilled.	Unskilled.								
\$	\$	\$ c.	\$ c.	\$ c.	\$ c.			\$	%	%	%	%	
2,000													628
3,500		18 00	10 80				2	1,600					629
450			8 50										630
3,600		14 00	10 00				1	420					631
1,800													632
750		12 00							30		30		633
7,000													634
4,500	420	16 00	12 00										635
3,000		15 00	10 00										636
700		12 00											637
1,080		9 00											638
27,570	1,330	16 00	11 00	15 00		5		9,110					639
7,000	400	15 00	12 00	7 50		2	1	2,800	5		5	5	640
1,650													641
6,478		19 00	12 00			2		2,200					642
1,500		12 00	10 00						yes		yes		643
8,000	1,700	12 00	8 00			3		3,500					644
4,736		18 00	10 00			2	1	2,600					645
1,100		11 10											646
350													647
600													648
13,000	750	15 00	12 00			4		5,500					649
2,286		12 00	9 00										650
500		9 00											651
180	mo	15 00											652
2,000		9 00	6 00			2		1,500					653
													654
1,500		15 00	9 00										655
2,548	300	14 00	10 50	6 00									656
4,000	520	15 00	12 00	10 80			1						657
1,500													658
1,500		12 00	9 00			1		500					659
3,226	325												660
2,948	470												661
3,500		15 00	10 00			2		1,200					662
2,500		15 00	10 00			1		800					663
4,205		15 00	11 00			2	1	3,328					664
1,315		13 50	10 50										665
2,300		15 00	11 00										666
1,800		18 00	9 00			1		360					667
													668
500													669
700		9 00											670
6,000		24 00	12 00			2		1,600					671
10,000		15 00	10 20			4		3,600					672
625		12 00				1		625					673
750		9 00							10		10		674
13,662	1,752					1	3	1,500					675
													676
	625			4 50	4 00								677
1,600		8 00	6 00										678
1,200			12 00										679
800		12 00											680
4,706						1	1	1,480					681
175		7 50							yes		yes		682

RETURNS IN DETAIL
FLOUR AND FEED MILLS: CEREAL

Office No.	Capital employed, including plant.	No. of days in operation during 1914.	Gross value of products manufactured during year.	Production during year.		Taxes paid during year.	Insurance paid during year.	Amount expended on permanent repairs or plant enlargement.	Other uncontrollable expenses.	Total No. of employees, wage-earners only.	
				Increased.	Decreased.					Male.	Female.
	\$		\$	%	%	\$	\$	\$	\$		
683	22,000	300	16,000	10	.....	112	6,000	300	.....	4	.....
684	29,000	290	91,964	.....	5	301	365	.....	550	6	.....
685	45,000	300	269,423	.....	.....	255	1,208	2,000	2,300	10	.....
686	30,000	300	100,000	.....	.....	150	300	1,000	.....	4	.....
687	60,000	300	180,937	yes	.....	343	830	.....	.....	8	2
688	100,000	290	188,150	9	.....	659	657	247	405	15	.....
689	1,300	300	2,150	.....	yes	45	30	50	100	1	.....
690	20,900	305	75,000	15	.....	168	785	.....	.....	5	.....
691	60,000	305	250,000	25	.....	250	500	500	.....	14	.....
692	20,875	297	53,705	15	.....	227	346	125	250	3	.....
693	30,000	none	.....	.....	.....	.....	.....	.....	.....	.....	.....
694	7,000	300	7,000	10	.....	45	65	2,200	100	2	.....
695	16,000	310	.....	.....	.....	155	175	400	.....	2	1
696	16,000	305	42,000	10	.....	63	312	625	540	3	.....
697	4,000,000	313	14,491,308	.....	.....	8,483	26,645	7,500	.....	325	2
698	1,300,000	300	2,500,000	20	.....	2,500	6,000	40,000	.....	75	.....
699	8,000	250	8,000	.....	.....	200	200	100	500	8	.....
700	40,000	300	133,000	35	.....	165	410	.....	850	30	.....
701	80,000	300	200,000	.....	10	310	1,160	.....	.....	15	.....
702	90,000	305	65,000	10	.....	438	270	.....	4,160	12	.....
703	500,000	300	800,000	.....	.....	1,500	8,000	2,000	30,000	50	.....
704	1,815,000	305	4,099,649	10	.....	.....	8,755	22,981	97,929	275	150
705	15,000	300	30,000	.....	.....	175	250	.....	500	3	.....
706	16,000	200	16,000	.....	30	75	220	.....	.....	1	.....
707	4,000	75	.....	.....	.....	20	.....	.....	.....	4	.....
708	8,000	285	8,500	.....	5	62	105	1,500	.....	1	.....
709	20,000	300	30,000	.....	.....	99	140	400	.....	2	.....
710	25,000	300	.....	.....	.....	270	190	2,500	.....	3	.....
711	300,000	300	700,000	.....	.....	1,460	4,270	25,000	7,000	41	12
712	10,000	300	.....	.....	.....	136	120	200	.....	2	.....
713	14,000	310	14,000	.....	.....	187	100	.....	.....	1	.....
714	30,000	300	75,000	.....	.....	117	200	500	.....	4	.....
715	14,508	300	30,000	.....	.....	52	70	.....	.....	1	.....
716	10,000	300	.....	.....	.....	85	8,000	.....	.....	2	.....
717	30,000	280	55,000	.....	.....	214	36	.....	.....	4	.....
718	.....	305	.....	.....	yes	68	51	432	.....	.....	.....
719	35,000	210	37,000	.....	.....	150	180	.....	.....	5	.....
720	7,000	250	9,000	.....	.....	130	.....	1,000	.....	2	.....
721	15,000	75	9,000	.....	50	52	80	.....	.....	7	.....
722	30,000	305	25,000	.....	.....	200	600	.....	.....	5	1
723	3,000	240	.....	.....	35	38	78	200	.....	2	.....
724	30,000	300	80,000	.....	20	96	280	600	.....	1	.....
725	.....	305	.....	.....	.....	67	54	.....	.....	.....	.....
726	4,000	310	.....	.....	.....	128	240	.....	418	3	.....
727	1,200	312	.....	.....	.....	100	100	500	.....	2	.....
728	9,000	310	.....	.....	.....	60	132	2,000	.....	1	.....
729	50,000	300	120,000	.....	5	410	650	.....	.....	10	.....
730	4,000	250	.....	.....	20	110	.....	.....	.....	2	.....
731	25,000	200	70,000	.....	30	105	750	2,500	.....	5	.....
732	20,000	300	30,000	25	.....	120	250	.....	.....	3	1
733	15,000	300	22,000	.....	.....	61	200	300	275	2	.....
734	500	200	.....	.....	yes	82	40	.....	.....	1	.....
735	20,000	300	40,000	.....	40	360	437	500	7,000	4	1
736	100,000	313	.....	.....	.....	1,112	485	.....	347,844	38	13
737	5,000	250	3,000	.....	.....	62	30	500	.....	8	1

FROM MANUFACTURERS.

FOOD FACTORIES.—TABLE NO. 22.—Continued.

Total wages paid during year to wage-earners.		Weekly wages paid.				Total No. salaried clerks and officials.		Total salaries paid to clerks, officials, etc., during year.	Wages during year have—		Class of employees affected.		Office No.
Male.	Female.	Male.		Female.		Male.	Female.		Increased.	Decreased.	Wage-earners.	Clerks, officials, etc.	
		Skilled.	Unskilled.	Skilled.	Unskilled.								
\$	\$	\$ c.	\$ c.	\$ c.	\$ c.			\$	%	%	%	%	
1,720		10 00											683
3,309		11 00				3	1	3,464	5		5		684
8,910		25 00	12 00			1	3	5,456					685
2,400		15 00	10 50			1							686
5,460	both					4	2	5,900					687
4,355		15 00	12 00			3		3,000					688
200			4 50										689
3,244		20 00	10 50			1	1	1,480					690
7,500		15 00				2		2,000					691
1,825		16 50	10 50						10		10		692
													693
550		mo 32 00											694
1,000	265	12 50	8 50	6 25									695
1,405		13 50	10 50										696
225,960	3,000	24 00	15 00			14	1	28,780					697
50,000		21 00	12 00			10	15						698
3,000		mo 40 00	mo 32 50										699
7,300		16 50	9 00			1		400		10	10		700
8,000		mo 70 00	mo 45 00			1		2,000		5	5		701
8,500						3	3	3,900					702
22,000		18 00	10 50			8	2	12,000					703
137,500	35,765	18 00	10 50	9 00	5 40	24	5	41,297					704
2,160		15 00	12 00										705
600													706
700													707
500		mo 40 00											708
1,000													709
1,475		mo 50 00											710
27,000	both	12 00	10 00		6 00	4	1		3		3		711
800													712
500													713
2,500		20 00	12 00										714
660						1		250					715
1,000		mo 50 00	mo 40 00										716
2,400						1		800					717
355									yes		yes		718
2,800													719
700													720
1,300		18 00	10 50										721
3,000	225	15 00	10 00		4 50								722
500		7 50											723
390			7 50				1	250					724
													725
1,233		10 00	7 50										726
1,000		12 00	9 00										727
468			9 00										728
4,350		20 00	12 00			1	1	1,150		10	10	10	729
800		9 00											730
3,200		25 00	9 00				1	520					731
2,000	100	15 00	11 10										732
900		12 50	6 25										733
100													734
3,120	both	12 00		12 00									735
40,682	both	19 50	15 00	11 00	8 50	4	1	6,554	yes		yes	yes	736
1,000	60		3 00		2 00								737

RETURNS IN DETAIL

BAKERS, BREAD AND BISCUIT, AND

Office No.	Capital employed, including plant.	No. of days in operation during 1914.	Gross value of products manufactured during year.	Production during year.		Taxes paid during year.	Insurance paid during year.	Amount expended on permanent repairs or plant enlargement.	Other uncontrollable expenses.	Total No. of employees, wage-earners only.	
				Increased.	Decreased.					Male.	Female.
	\$		\$	%	%	\$	\$	\$	\$		
738	2,000	300	25,000	.....	.....	130	56	10,000	.....	3	7
739	80,000	300	227,426	.....	.....	505	442	2,484	177,171	54	4
740	63,590	285	100,000	.....	6	203	474	4,338	13,672	22	36
741	50,000	250	90,000	.....	10	369	1,281	3,851	4,156	24	22
742	60,000	300	900,000	.....	10	5,000	500,000	.....	.....	175	235
743	35,000	300	67,000	.....	.....	.....	.....	4,000	35,000	3	4
744	150,000	365	197,941	20	.....	400	1,000	.....	.....	55	.....
745	125,000	300	354,547	.....	5	1,436	978	.....	.....	46	61
746	505,402	305	892,419	5	.....	5,879	5,716	.....	.....	218	.....

CANNING, PORK PACKING, BACON

747	13,200	300	75,000	.....	yes	51	106	500	.....	4	.....
748	30,000	305	120,000	20	.....	146	173	1,439	8,192	20	.....
749	5,000	21	2,200	.....	.....	35	35	.....	825	6	15
750	60,000	150	73,707	.....	18	234	1,700	.....	9,393	30	70
751	50,000	75	65,000	5	.....	231	.....	1,000	500	50	80
752	15,000	305	70,000	.....	.....	16	7,000	.....	.....	25	.....
753	75,000	90	58,000	10	.....	136	1,057	.....	55,000	35	45
754	100,000	310	1,174,790	.....	2 4/5	1,596	580	7,701	21,003	43	.....
755	13,000	90	12,000	45	.....	35	240	.....	50	10	24
756	.....	175	.....	.....	.....	.....	.....	.....	.....	20	140
757	15,000	305	50,518	.....	17	55	361	1,870	41,337	4	3
758	400,000	300	688,225	.....	30	635	220,000	3,900	2,500	65	.....
759	347,485	306	374,943	10	.....	576	4,121	65,052	299,985	96	68
760	10,000	312	5,000	.....	50	60	75	200	.....	7	3
761	150,000	310	1,262,000	8	.....	2,027	2,300	.....	1,600	80	.....
762	500,000	310	2,746,885	yes	.....	1,380	8,300	.....	.....	135	.....
763	38,000	310	85,000	.....	.....	.....	450	.....	.....	16	.....
764	75,000	100	109,000	yes	.....	159	1,595	3,108	1,384	50	40
765	10,000	75	13,150	.....	4	74	262	1,500	.....	17	22
766	12,000	50	9,000	1	.....	65	30	35	100	12	20
767	50,000	100	20,000	.....	10	105	.....	1,500	.....	60	30
768	20,000	100	50,000	40	.....	75	250	200	.....	25	25
769	74,200	300	125,000	.....	15	386	1,325	1,000	7,092	60	125
770	120,000	120	52,000	50	.....	51	148	.....	.....	70	85
771	911,176	310	2,775,623	5	.....	1,917	5,412	8,000	193,719	161	.....
772	250,000	307	.....	yes	.....	403	586	162	10,310	8	.....
773	.....	150	.....	.....	.....	799	.....	.....	.....	18	70
774	4,000	60	3,500	.....	.....	60	30	100	.....	10	6
775	222,516	150	102,583	.....	60	39	1,200	780	91,416	40	125
776	209,625	150	138,586	25	.....	171	1,800	.....	103,097	60	80
777	60,904	100	61,322	20	.....	114	524	396	36,786	40	35
778	137,506	153	91,714	.....	30	131	1,100	187	83,825	20	81
779	168,135	87	141,898	6	.....	227	1,307	1,097	133,630	76	142
780	65,000	50	57,000	30	.....	237	1,950	.....	.....	25	60
781	20,000	36	25,000	.....	yes	217	13,000	1,204	.....	9	25
782	927,886	300	600,000	yes	.....	1,553	3,500	13,000	361,526	140	67
783	354,225	100	230,000	yes	.....	356	700	925	112,756	60	80
784	.....	150	.....	yes	.....	347	.....	.....	.....	170	123
785	.....	90	.....	yes	.....	.....	.....	.....	.....	30	45

FROM MANUFACTURERS.

CONFECTIONERS.—TABLE NO. 23.

Total wages paid during year to wage-earners.		Weekly wages paid.				Total No. salaried clerks and officials.		Total salaries paid to clerks, officials, etc., during year.	Wages during year have—		Class of employees affected.		Office No.
Male.	Female.	Male.		Female.		Male.	Female.		Increased.	Decreased.	Wage-earners.	Clerks, officials, etc.	
		Skilled.	Unskilled.	Skilled.	Unskilled.								
\$	\$	\$ c.	\$ c.	\$ c.	\$ c.			\$	%	%	%	%	
2,500	2,250	12 00	6 00	10 00	6 00								738
44,900	1,924	16 00	13 50	10 00	.....	1	4	2,900	.....	.....	.....	.....	739
11,608	9,306	15 00	10 00	9 00	6 00	10	1	11,554	.....	2	2	.....	740
8,915	3,000	15 00	10 50	12 00	7 50	11	1	11,766	.....	.....	.....	.....	741
100,000	60,000	16 00	10 00	12 00	6 00	4	12	25,000	.....	.....	.....	.....	742
2,500	1,300	30 00	9 00	.....	6 00	12	10	20,000	5	.....	5	.....	743
34,430	.....	18 00	13 00	.....	.....	3	2	2,548	.....	.....	.....	.....	744
32,600	16,300	.....	.....	.....	.....	15	6	42,636	.....	10	10	.....	745
146,697	.....	18 00	12 00	.....	.....	9	16	28,000	.....	.....	.....	.....	746

CURING, ABATTOIRS, ETC.—TABLE NO. 24.

2,496	.....	12 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	747
11,803	.....	13 25	9 00	.....	.....	6	.....	3,784	45	.....	45	45	748
275	350	11 60	.....	6 00	.....	.....	.....	.....	.....	.....	.....	.....	749
12,216	6,108	10 50	pe. work	pe. w.	.....	1	1	3,700	.....	.....	.....	.....	750
5,750	2,500	12 00	9 00	10 00	8 00	1	1	1,800	.....	.....	.....	.....	751
12,000	.....	22 00	18 00	.....	.....	3	.....	5,600	.....	.....	.....	.....	752
6,000	3,000	12 00	10 50	.....	9 00	3	1	4,180	.....	.....	.....	.....	753
28,793	.....	14 00	12 00	.....	.....	14	1	16,095	.....	.....	.....	.....	754
1,500	both	.....	10 50	.....	9 00	.....	.....	.....	.....	12	12	.....	755
4,602	7,116	15 00	10 50	6 00	.....	2	1	3,300	.....	.....	.....	.....	756
6,822	1,627	16 50	12 00	8 10	.....	3	.....	3,000	3	.....	3	.....	757
31,275	.....	14 00	10 00	.....	.....	4	4	6,100	.....	.....	.....	.....	758
49,525	19,029	18 00	10 50	10 50	6 00	7	.....	9,857	9	.....	9	.....	759
300	125	12 00	9 00	6 00	.....	1	.....	600	.....	.....	.....	.....	760
36,000	.....	15 00	10 00	.....	.....	8	.....	18,000	.....	.....	.....	.....	761
56,650	.....	15 00	10 50	.....	.....	12	2	34,100	yes	.....	yes	.....	762
9,000	.....	18 00	9 00	.....	.....	2	.....	.....	.....	.....	.....	.....	763
11,783	both	15 00	10 50	pe. w.	.....	3	.....	7,000	.....	.....	.....	.....	764
1,680	1,170	15 00	9 00	.....	6 00	.....	.....	.....	.....	.....	.....	.....	765
1,200	800	.....	9 00	6 00	4 80	.....	.....	.....	.....	2	2	.....	766
8,000	3,000	15 00	12 00	6 00	.....	1	.....	1,200	.....	.....	.....	.....	767
3,000	2,000	10 50	8 00	6 00	4 50	1	.....	1,100	.....	.....	.....	.....	768
8,386	2,800	.....	.....	.....	.....	3	.....	6,698	.....	.....	.....	.....	769
13,600	7,650	18 00	12 00	10 50	.....	2	.....	3,200	.....	.....	.....	.....	770
91,754	.....	18 00	12 00	.....	.....	28	5	36,708	.....	.....	.....	.....	771
6,253	.....	15 00	.....	.....	.....	6	4	9,005	.....	yes	yes	yes	772
600	4,000	18 00	9 00	7 50	6 00	2	1	2,300	.....	.....	.....	.....	773
900	300	9 00	.....	6 00	.....	.....	.....	.....	.....	.....	.....	.....	774
7,523	5,945	12 00	10 50	.....	6 00	4	1	3,820	.....	.....	.....	.....	775
10,840	8,041	15 00	10 50	7 50	6 00	2	.....	2,000	.....	.....	.....	.....	776
2,534	1,578	21 00	10 50	.....	6 00	2	.....	2,100	.....	.....	.....	.....	777
13,578	both	12 00	9 00	7 50	6 00	.....	1	500	.....	.....	.....	.....	778
10,356	12,179	15 00	10 50	.....	7 50	2	1	2,500	.....	.....	.....	.....	779
5,192	3,130	13 50	10 50	pe. w.	3 00	1	.....	1,000	.....	.....	.....	.....	780
540	605	.....	12 00	.....	7 50	1	1	1,250	.....	.....	.....	.....	781
95,935	35,515	15 00	12 00	7 50	6 00	9	4	18,351	.....	.....	.....	.....	782
17,299	both	10 50	7 50	6 00	.....	.....	1	800	.....	.....	.....	.....	783
28,839	both	16 50	9 00	6 00	6 00	1	2	3,027	.....	.....	.....	.....	784
.....	.....	15 00	10 50	.....	.....	2	.....	1,500	.....	.....	.....	.....	785

RETURNS IN DETAIL DAIRY PRODUCTS AND OTHER

Office No.	Capital employed including plant.	No. of days in operation during 1914.	Gross value of products manufactured during year.	Production during year.		Taxes paid during year.	Insurance paid during year.	Amount expended on permanent repairs or plant enlargement.	Other uncontrollable expenses.	Total No. of employees, wage-earners only.	
				Increased.	Decreased.					Male.	Female.
	\$		\$	%	%	\$	\$	\$	\$		
786	100,000	305	350,000	.....	10	1,000	400	3,000	.....	20	20
787	50,000	305	180,000	10	.....	868	939	.....	6,100	12	14
788	5,000	305	25,000	5	.....	140	61	.....	.....	1	.....
789	800,000	305	829,366	.....	.....	4,055	6,649	.....	.....	161	13
790	75,000	300	85,000	yes	.....	500	400	.....	.....	12	15
791	100,000	305	.....	.....	.....	900	1,100	.....	.....	12	2
792	7,850	313	48,709	10	47	96	.....	.....	1,000	3	.....
793	.....	300	180,000	.....	.....	1,099	1,064	.....	.....	12	10
794	2,500	200	9,000	.....	20	15	18	2,000	.....	3	.....
795	40,000	302	34,918	yes	.....	230	150	.....	6,202	32	.....
796	10,000	140	10,590	.....	.....	124	122	1,000	.....	9	.....
797	787,660	305	1,704,142	28	.....	1,239	2,086	140,607	1,551,754	193	44
798	20,240	305	63,828	.....	.....	240	108	350	2,607	4	.....
799	500,000	300	323,248	40	.....	1,200	1,182	24,495	52,359	106	.....
800	27,574	305	60,164	10	.....	103	397	.....	20,285	4	3
801	9,000	300	37,020	3½	.....	70	158	.....	.....	3	4
802	5,000	100	3,055	.....	.....	62	5,294	300	.....	3	.....
803	28,850	305	18,921	.....	.....	185	133	950	.....	14	.....
804	12,000	313	10,000	.....	¼	35	70	.....	.....	5	1
805	18,000	290	52,000	8	.....	277	225	500	2,000	5	3
806	16,000	300	40,000	.....	15	126	150	.....	.....	3	1

BREWERIES, DISTILLERIES AND WINE FACTORIES

807	30,000	260	45,000	.....	20	60	200	.....	2,000	30	2
808	100,000	300	30,000	.....	.....	515	520	.....	.....	8	.....
809	370,000	305	224,000	.....	.....	4,400	6,000	.....	.....	40	1
810	75,000	300	110,000	.....	50	676	650	.....	41,000	60	both
811	60,000	302	115,000	.....	15	282	510	.....	26,133	10	55
812	25,000	300	25,000	.....	.....	600	200	.....	1,000	5	.....
813	1,800	250	8,000	.....	25	88	15	.....	.....	6	.....
814	65,000	305	35,059	.....	10	403	263	.....	4,471	10	2
815	1,600,000	312	702,000	36	.....	27,456	26,760	.....	.....	220	.....
816	15,000	300	125,000	.....	10	191	117	.....	1,175	2	1
817	90,000	365	160,000	.....	.....	1,050	2,300	6,000	.....	29	.....
818	125,000	306	120,000	.....	15	244	1,200	.....	12,000	10	.....
819	30,000	120	4,300	.....	30	354	76	.....	.....	7	4
820	40,000	312	75,000	.....	.....	4,000	.....	.....	.....	15	.....
821	150,000	365	250,000	.....	7	800	1,000	3,000	.....	25	.....
822	2,500	300	3,000	.....	.....	18	20	.....	.....	*1	.....
823	75,000	100	20,000	.....	2	75	102	100	.....	1	.....
824	32,095	313	25,600	.....	.....	377	283	.....	.....	5	.....
825	90,000	300	98,715	.....	18	353	322	2,500	17,400	23	.....
826	5,000	300	4,680	.....	.....	27	35	.....	.....	3	.....
827	14,000	305	3,000	.....	25	94	75	.....	5,000	2	.....
828	301,176	365	179,672	.....	9	2,131	1,452	4,529	123,635	28	.....
829	1,186,391	288	1,357,490	.....	4	4,726	13,443	7,463	1,051,879	120	112
830	135,000	300	81,625	.....	.....	322	1,308	.....	.....	110	30
831	100,000	300	500,000	5	.....	1,050	975	.....	.....	30	.....
832	91,500	313	154,807	.....	.....	1,682	1,011	2,132	.....	18	.....
833	23,000	300	77,000	.....	25	133	302	.....	7,000	15	10
834	500,000	300	543,057	.....	17	790	3,371	378	174,670	220	90
835	58,500	309	54,849	.....	6½	240	664	589	5,771	16	.....
836	160,639	305	70,000	100	.....	172	691	9,355	15,868	5	.....
837	75,000	305	58,537	.....	18	413	590	.....	38,000	8	.....

* Part of time.

FROM MANUFACTURERS.

FOODS.—TABLE No. 25.

Total wages paid during year to wage-earners.		Weekly wages paid.				Total No. salaried clerks and officials.		Total salaries paid to clerks, officials, etc., during year.	Wages during year have—		Class of employees affected.		Office No.
Male.	Female.	Male.		Female.		Male.	Female.		Increased.	Decreased.	Wage-earners.	Clerks, officials, etc.	
		Skilled.	Unskilled.	Skilled.	Unskilled.								
\$	\$	\$ c.	\$ c.	\$ c.	\$ c.			\$	%	%	%	%	
16,000	10,000	16 00	11 00	11 00	8 00	8	2	12,000					786
7,200	3,600	18 00	10 00	6 00	4 00	2	3	4,800					787
780		18 22											788
145,520	6,110					19	2						789
6,950	3,500	20 00	14 00	10 50	4 00	3	2	4,600					790
6,800	832												791
740		mo40 00	mo20 00			6		2,870					792
9,360	4,680	15 00		10 00		16	3	16,750					793
700		15 00	10 50										794
12,366									12		12		795
2,600		9 00				1		900					796
124,764	10,400	24 00	10 50	8 10	6 60	6	3	11,960					797
2,109						1	1	1,620					798
66,470		18 00	12 00			11	9	20,132	6½		1½	5	799
2,698	723	13 00	8 00	8 00	7 00	1	3	3,012					800
1,500	1,080	13 00	4 00	6 00		2	1	2,300					801
1,000						1		500					802
6,510		12 00	9 90			1		1,100					803
2,100	50	15 00	12 00		2 00								804
3,500	964							2,800					805
2,000	300												806

CIGAR AND TOBACCO FACTORIES.—TABLE No. 26.

15,806	1,000	pc. work	4 00	.....	7 00	1	1	1,500	.....	.....	.....	.....	807	
5,000	.....	.....	.....	.....	.....	3	1	3,650	.....	.....	.....	.....	808	
18,200	.....	.....	.....	.....	.....	5	.....	9,000	.....	.....	.....	.....	809	
30,000	both	pc. work	.....	.....	.....	15	.....	21,000	.....	.....	.....	.....	810	
4,050	16,300	8 00	.....	8 00	5 00	12	2	16,850	.....	10	10	.....	811	
2,500	.....	12 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	812	
2,500	.....	pc. work	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	813	
4,296	426	.....	12 00	.....	6 00	2	2	2,954	.....	.....	.....	.....	814	
126,933	.....	.....	.....	.....	.....	18	.....	31,270	.....	.....	.....	.....	815	
1,352	252	15 00	11 00	.....	7 00	1	.....	1,500	.....	.....	.....	.....	816	
19,700	.....	18 00	13 00	.....	.....	5	.....	11,000	.....	.....	.....	.....	817	
6,000	.....	.....	12 00	.....	.....	2	2	7,300	.....	.....	.....	.....	818	
1,300	70	10 00	.....	.....	3 50	.....	.....	.....	.....	.....	.....	.....	819	
9,000	.....	15 00	12 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	820	
14,500	.....	15 00	9 00	.....	.....	3	.....	4,500	.....	10	10	10	821	
175	.....	10 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	822	
300	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	823	
3,415	.....	.....	.....	.....	.....	.....	1	572	.....	.....	.....	.....	824	
21,175	.....	.....	.....	.....	.....	5	.....	4,800	.....	.....	.....	.....	825	
1,750	.....	pc. work	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	826	
1,410	.....	mo40 00	.....	.....	.....	.....	1	250	.....	.....	.....	.....	827	
25,215	.....	.....	.....	.....	.....	5	2	9,169	.....	.....	.....	.....	828	
47,437	40,444	.....	.....	.....	.....	9	2	19,956	.....	.....	.....	.....	829	
82,037	both	pc. work	.....	.....	.....	5	1	8,774	.....	.....	.....	.....	830	
36,000	.....	18 00	15 00	.....	.....	7	.....	12,000	10	.....	10	.....	831	
16,897	.....	.....	.....	.....	.....	5	.....	10,000	.....	.....	.....	.....	832	
12,000	8,000	13 50	6 00	12 00	6 00	3	1	4,600	.....	20	20	.....	833	
110,913	19,390	12 00	8 00	12 00	6 00	11	3	47,576	.....	25	25	.....	834	
11,628	.....	30 00	12 00	.....	.....	2	.....	1,776	.....	.....	.....	.....	835	
4,050	.....	28 20	12 30	.....	.....	2	.....	3,480	.....	.....	.....	.....	836	
5,450	.....	18 00	12 00	.....	.....	2	1	4,300	.....	.....	.....	.....	837	

RETURNS IN DETAIL

CHEMICAL WORKS, MEDICINES

Office No.	Capital employed, including plant.	No. of days in opera- tion during 1914.	Gross value of products manufac- tured during year.	Produc- tion during year.		Taxes paid during year.	Insurance paid dur- ing year.	Amount expended on permanent repairs or plant enlargement.	Other uncontrollable expenses. ¹	Total No. of employees wage-earners only.	
				Increased.	Decreased.					Male.	Female.
	\$		\$	%	%	\$	\$	\$	\$		
838	21,925	300	14,138	38	.....	32	342	.....	2,178	3	97
839	30,000	250	30,000	.....	25	180	250	2,000	500	15	.....
840	50,000	313	75,000	.....	.....	113	586	3,100	15,800	16	.....
841	27,200	160	67,922	13	.....	88	793	.....	.....	12	.....
842	287,400	300	70,844	38	.....	508	968	6,571	34,554	44	.....
843	2,400	300	6,000	.....	.....	.....	30	.....	.....	.....	.....
844	125,000	300	63,000	10	.....	269	390	31,000	25,989	6	.....
845	10,300	313	74,020	.....	7½	215	69	.....	.....	6	.....
846	50,000	300	145,000	15	.....	283	141	.....	.....	4	2
847	5,000	160	3,500	.....	20	49	.....	.....	.....	1	.....
848	513,197	305	485,839	.....	14½	2,510	644	6,948	164,546	35	123
849	20,000	300	59,378	.....	6½	689	380	.....	.....	7	.....
850	28,000	300	20,002	.....	20	295	417	.....	15,941	1	4
851	265,000	365	107,000	10	.....	1,162	4,786	15,000	.....	62	.....
852	500,000	300	180,000	5	.....	140	10,000	10,000	.....	8	22
853	2,200,000	365	1,526,000	75	.....	3,293	2,804	400,000	584,945	463	.....
854	10,000	305	10,000	.....	.....	.....	42	.....	.....	1	.....
855	100,000	305	101,000	.....	9	1,856	322	.....	77,693	4	7
856	500,000	300	421,464	.....	2½	1,101	1,101	11,230	97,159	53	90
857	.....	168	11,500	.....	.....	.....	.....	.....	8,000	*2	2
858	160,000	241	241,749	.....	10	578	2,061	9,092	216,781	45	17
859	20,000	365	.....	.....	.....	363	199	1,152	1,987	4	.....
860	53,000	313	25,000	.....	3	361	53	.....	.....	4	6
861	90,000	300	75,066	.....	22	372	604	293	7,302	4	15
862	78,783	365	99,228	.....	.....	223	.....	4,576	77,249	25	.....

*Part of time.

OIL REFINERIES, PAINT AND VARNISH

863	621,500	300	455,105	.....	20	1,843	4,582	2,000	46,473	230	.....
864	30,000	300	10,000	.....	.....	140	198	100	1,000	3	.....
865	85,000	300	300,000	.....	15	365	1,364	.....	.....	15	3
866	90,000	305	28,881	.....	29	188	145	.....	14,112	26	7
867	10,000	300	18,900	.....	12	62	40	250	.....	2	.....
868	238,000	305	287,000	.....	2	.....	3,981	2,000	88,000	22	19
869	154,146	305	140,000	.....	15	902	1,550	3,000	17,583	20	.....
870	.....	306	.....	.....	.....	.....	.....	1,009,623	.....	853	7
871	16,000	306	18,000	.....	.....	130	50	.....	.....	5	1
872	2,113,001	365	464,971	.....	7	5,564	1,638	74,590	45,263	50	.....
873	132,307	306	199,955	.....	14	1,765	1,408	2,300	.....	16	.....
874	40,000	313	32,000	.....	.....	350	120	150	.....	3	.....
875	100,000	313	38,944	.....	44	799	1,244	.....	2,407	6	1
876	30,000	300	60,000	.....	20	250	300	600	5,700	3	2
877	15,146	307	27,693	.....	yes	113	744	530	27,697	2	8
878	24,000	305	47,000	.....	6	220	390	.....	.....	5	1
879	155,000	300	225,000	.....	11	725	400	13,500	23,700	30	2
880	49,586	307	22,174	.....	yes	105	194	.....	.....	2	.....

FROM MANUFACTURERS.

AND PERFUMES.—TABLE No. 27.

Total wages paid during year to wage-earners.		Weekly wages paid.				Total No. salaried clerks and officials.		Total salaries paid to clerks, officials, etc., during year.	Wages during year have—		Class of employees affected.		Office No.
Male.	Female.	Male.		Female.		Male.	Female.		Increased.	Decreased.	Wage-earners.	Clerks, officials, etc.	
		Skilled.	Unskilled.	Skilled.	Unskilled.								
\$	\$	\$ c.	\$ c.	\$ c.	\$ c.			\$	%	%	%	%	
1,307	9,865	11 10	7 50	6 00	2 50	1	....	2,060					838
5,000	.....	15 00	10 50	.....	.....	....	1	500					839
8,000	.....	18 00	10 50	.....	.....	1	1	2,800					840
2,469	.....	16 50	12 00	.....	.....	2	2	3,999					841
21,842	.....	15 00	12 00	.....	.....	6	....	9,420					842
.....	.....	.....	.....	.....	.....	1	....	1,200					843
4,791	.....	15 00	.....	.....	.....	2	1	2,820	5	....	5	5	844
2,392	.....	.....	9 00	.....	.....	2	2	1,257	....	30	30	30	845
900	600	.....	15 00	.....	9 00	1	....	1,080	5	....	....	5	846
155	.....	.....	.....	.....	.....	.....	.....	.....	....	....	....	....	847
62,779	both	21 00	12 00	11 10	5 40	12	15	43,697					848
5,406	.....	.....	.....	.....	.....	1	....	1,500					849
.....	1,414	18 75	.....	.....	6 75	.....	.....	.....					850
59,500	.....	18 00	13 20	.....	.....	5	....	6,390					851
.....	.....	.....	.....	.....	.....	.....	.....	.....	yes	....	yes	....	852
380,564	.....	18 00	12 00	.....	.....	45	4	40,721	....	10	10	10	853
1,144	.....	.....	.....	.....	.....	.....	.....	.....	....	....	....	....	854
2,808	2,291	15 00	12 00	.....	6 50	7	2	11,542					855
34,900	21,950	35 75	11 50	7 75	4 60	3	1	3,000	10	....	10	10	856
120	608	15 00	.....	12 50	4 00	.....	.....	.....	....	....	....	....	857
24,545	4,985	15 00	10 50	7 50	.....	5	2	10,380					858
2,715	.....	13 00	5 00	.....	.....	1	....	240					859
1,600	4,800	.....	.....	.....	.....	2	....	1,000	5	....	5	5	860
4,383	2,839	30 00	13 50	.....	3 60	2	2	4,100	yes	....	....	yes	861
15,624	.....	16 50	12 00	.....	.....	3	....	6,118	13	....	3	10	862

FACTORIES.—TABLE No. 28.

128,370	.....	12 50	.....	.....	.....	15	4	22,960	.....	20	20	.....	863
1,400	.....	.....	9 00	.....	.....	1	....	1,000	.....	.....	.....	.....	864
16,757	1,500	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	865
8,382	799	18 00	10 50	12 00	.....	2	1	3,091	.....	.....	.....	.....	866
1,250	.....	.....	12 00	.....	.....	1	....	800	.....	.....	.....	.....	867
12,800	9,900	.....	.....	.....	.....	8	16	13,146	.....	.....	.....	.....	868
10,899	.....	12 00	.....	.....	.....	9	1	9,893	yes	.....	yes	.....	869
.....	.....	18 00	12 00	.....	.....	106	22	.....	.....	.....	.....	.....	870
2,600	400	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	871
37,928	.....	15 00	12 00	.....	.....	7	6	14,787	.....	.....	.....	.....	872
12,291	.....	14 88	.....	.....	.....	3	....	5,679	2	.....	2	2	873
1,300	.....	16 20	13 20	.....	.....	3	1	5,300	.....	.....	.....	.....	874
3,363	374	.....	14 00	.....	7 20	2	....	3,000	9	.....	9	.....	875
1,560	820	.....	.....	.....	.....	4	....	8,000	.....	.....	.....	.....	876
1,487	3,491	14 50	.....	8 00	.....	1	....	1,350	.....	.....	.....	.....	877
3,854	416	.....	.....	.....	.....	1	1	2,416	.....	.....	.....	.....	878
17,250	1,400	25 00	18 00	15 00	12 00	8	....	24,620	.....	.....	.....	.....	879
1,403	.....	16 50	9 00	.....	.....	1	1	284	.....	.....	.....	.....	880
13 L.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

RETURNS IN DETAIL

GAS WORKS, ELECTRIC LIGHT, HEATING

Office No.	Capital employed including plant.	No. of days in operation during 1914.	Gross value of products manufactured during year.	Production during year.		Taxes paid during year.	Insurance paid during year.	Amount expended on permanent repairs or plant enlargement.	Other uncontrollable expenses.	Total No. of employees, wage-earners only.	
				Increased.	Decreased.					Male.	Female.
	\$		\$	%	%	\$	\$	\$	\$		
881	50,000	365	8,000	3	.....	250	100	.....	.....	3	.....
882	113,300	312	116,290	.....	50	2,647	571	53,438	11,822	6	.....
883	15,000	365	5,385	yes	.....	35	.....	86	2,182	1	.....
884	1,000,000	300	400,000	25	.....	1,385	5,000	30,000	200,000	140	.....
885	20,000	358	4,750	5	.....	137	122	3,000	175	2	.....
886	319,750	365	115,946	3	.....	.....	558	.....	181	16	.....
887	350,000	300	43,740	.....	25	225	881	.....	12,715	22	.....
888	9,000	287	10,940	.....	.....	149	100	1,326	7,188	2	11
889	116,178	365	16,435	.....	13½	1,653	23	1,249	865	5	.....
890	.....	305	.....	.....	.....	.....	120	.....	.....	16	.....
891	9,655,352	365	2,453,418	7	.....	99,370	20,637	800,834	2,018,926	1,347	.....
892	693,773	365	158,150	yes	.....	3,302	1,819	15,828	.....	40	.....
893	18,000	365	.....	25	.....	.....	3,100	.....	.....	1	1
894	8,300	365	.....	.....	.....	79	.....	822	314	6	.....
895	49,000	365	.....	.....	.....	857	147	18,913	9,666	8	.....
896	30,000	365	.....	15	.....	184	93	3,061	1,142	14	.....
897	80,000	365	.....	5	.....	.....	50	.....	.....	4	3,800
898	.....	300	.....	.....	10	102	50	50	.....	5	1
899	31,043	365	5,760	.....	10	74	.....	1,200	437	1	.....
900	6,000	125	7,500	.....	15	93	136	.....	.....	9	.....
901	310,000	261	156,700	.....	24	1,066	2,036	790	11,785	149	.....

PRINTING AND

902	250,000	300	313,448	.....	9	1,495	1,100	38,974	26,903	64	18
903	6,500	310	1,032	15	.....	28	43	40	120	1	2
904	40,000	306	57,169	.....	1	520	645	16,426	14,726	18	.....
905	23,891	300	24,300	.....	8	149	99	165	4,623	10	3
906	100,000	312	75,000	.....	10	600	700	500	.....	30	.....
907	5,000	302	10,805	.....	25	44	30	.....	.....	7	1
908	53,800	302	43,645	9½	.....	619	306	4,017	17,653	18	4
909	5,000	305	4,000	.....	3	.....	53	50	.....	4	1
910	16,000	300	56,000	5	.....	150	80	.....	.....	3	1
911	100,000	305	98,000	.....	22	350	900	4,000	.....	23	5
912	500,000	279	507,000	.....	.....	10,500	4,000	.....	.....	219	84
913	5,767	312	5,337	.....	15	25	179	.....	1,918	6	10
914	3,800	308	3,428	.....	14½	13	25	40	.....	3	.....
915	75,000	305	77,886	.....	2	642	779	917	.....	34	7
916	100,000	305	88,467	.....	4½	509	1,595	2,201	5,719	35	70
917	2,000	300	2,300	.....	.....	8	43	125	45	2	2
918	20,000	300	21,000	.....	10	700	150	.....	3,000	12	5
919	386,459	305	300,000	.....	10	2,500	1,500	.....	12,660	115	19
920	8,000	300	19,000	.....	.....	38	40	.....	.....	1	2
921	12,000	300	12,000	.....	yes	40	128	.....	.....	6	.....
922	100,000	305	127,800	.....	19	450	500	.....	.....	55	6
923	279,524	300	199,930	.....	9	802	338	6,323	19,489	77	36
924	200,000	306	400,000	yes	.....	4,106	1,000	10,000	21,900	135	40
925	32,209	306	13,913	.....	50	57	116	.....	5,172	14	.....
926	50,000	306	40,000	.....	.....	206	175	2,000	6,725	20	2
927	20,000	300	21,000	5	.....	100	300	300	750	18	9
928	9,000	300	6,000	.....	.....	15	75	200	.....	4	.....
929	43,000	300	58,968	.....	20	357	317	.....	1,372	34	3
930	109,008	305	80,605	.....	16	319	1,168	964	16,924	42	10

FROM MANUFACTURERS.

AND POWER WORKS.—TABLE NO. 29.

Total wages paid during year to wage-earners.		Weekly wages paid.				Total No. salaried clerks and officials.		Total salaries paid to clerks, officials, etc., during year.	Wages during year have--		Class of employees affected.			Office No.
Male.	Female.	Male.		Female.		Male.	Female.		Increased.	Decreased.	Wage-earners	Clerks, officials, etc.		
		Skilled.	Unskilled.	Skilled.	Unskilled.									
\$	\$	\$ c.	\$ c.	\$ c.	\$ c.			\$						
2,000		14 00	6 00			1	2	2,940					881	
4,080		12 00						150					882	
1,045						1		12,000		5	5		883	
102,000		22 50	12 00			6		300					884	
1,500		15 00				2		4,125		5	5	5	885	
13,587		14 40	12 00			2	2	3,656		5	5	5	886	
11,504		21 00	12 00			4	3	1,500		20	20	20	887	
1,562	3,216	18 00	12 00	12 00	7 50	1	1	1,200					888	
3,745		25 00	12 50			2							889	
						3	1						890	
934,610		20 40	15 00			35	41	80,445					891	
32,058						6	2	11,197	10		10	10	892	
780	300	15 00	12 00	6 00		1	1	1,080	5		5	5	893	
216		15 00	12 00										894	
2,340		15 00	12 00			2	1	2,160					895	
1,841		6 50				1		240					896	
						1		700		2	2		897	
2,250	620	19 00	10 00	12 50		2	1	1,450	yes	yes	yes		898	
300						1		800					899	
2,195													900	
65,483		pc. work	pc. work			10	5	13,170					901	

ALLIED TRADES.—TABLE NO. 30.

48,350	7,500	13 00	9 00	10 00	7 00	12	8	17,500						902
750	450	12 00		6 00	3 00									903
13,503						7	2	11,758	yes		yes			904
5,560	754				5 00	2		2,108						905
18,500		16 00	5 00			2	3	2,500						906
5,541	520	22 00				1	1	7,341		25	25	25		907
15,167	2,236	20 70	16 00	9 00	7 00	1	1	1,820	12		12			908
1,456	312	10 00	4 00	6 00		4	1	1,456						909
2,130	300	18 00	12 00	6 00		4	1	5,360						910
14,036	1,714	18 50	12 00	8 25	6 00	9	2	13,679	3		3			911
175,000	30,000	20 00	10 00	11 50	6 50									912
1,865	1,261	17 00	10 00	9 00	4 00	1		1,560						913
350		7 50				2		2,275						914
18,618	1,208	16 63	3 53		3 50	10	7	12,552		8	8			915
16,200	30,633	15 00	10 00	13 50	7 00	100	85	13,127	4½		4½	4½		916
1,495	312	13 50			3 50									917
9,400	1,600	18 00	6 00	8 00	4 50	1	1	1,800						918
104,121	8,850	21 60				3		13,000	5		5	5		919
160	490					2	1	2,184						920
5,200		21 00	15 00											921
70,000	5,000					11	6	17,168	26	26	26			922
48,589	10,206	15 00	12 00	7 00	4 50	10	8	13,427	9	9	9			923
85,000	14,500	18 50	10 00	15 00	7 00	13	7	30,000	16	16	16			924
7,781						2	1	4,017	20		20	20		925
14,827	1,100					4	2	4,500						926
9,800	2,350	25 20	9 00	6 00	4 50	3	2	4,200	7½		7½			927
2,200		14 00	5 00											928
24,554	1,274	19 50	11 00	8 00		5	2	6,994	5		5			929
30,451	3,084	18 00	7 00		7 00	4	2	11,453						930

RETURNS IN DETAIL

BRICK, TILE AND PORTLAND

Office No.	Capital employed including plant.	No. of days in operation during 1913.	Gross value of products manufactured during year.	Production during year.		Taxes paid during year.	Insurance paid during year.	Amount expended on permanent repairs or plant enlargement.	Other uncontrollable expenses.	Total No. of employees, wage-earners only.	
				Increased.	Decreased.					Male.	Female.
	\$		\$	%	%	\$	\$	\$	\$		
931	160,100	275	50,347	.....	60	1,247	1,256	600	10,791	78	.....
932	13,877	263	14,688	.....	10	45	99	1,453	4,190	9	.....
933	6,000	300	.....	.....	.....	561	167	.....	.....	2	20
934	10,000	306	22,000	.....	.....	200	92	.....	.....	4	.....
935	30,000	100	13,000	.....	10	219	.....	.....	.....	20	.....
936	1,000,000	250	275,000	.....	10	800	750	.....	.....	100	.....
937	151,000	127	62,612	yes	.....	200	1,242	.....	18,000	62	.....
938	20,000	150	19,130	.....	yes	55	295	1,500	6,899	36	.....
939	500,000	.....	.....	.....	yes	.....	.....	.....	.....	1	.....
940	60,000	100	22,000	.....	40	247	320	9,500	.....	23	.....
941	15,000	280	21,000	.....	.....	133	217	200	3,500	10	.....
942	300,000	280	71,500	.....	22	370	800	.....	.....	71	.....
943	461,000	300	500,000	.....	25	5,500	3,335	23,900	193,996	250	.....
944	70,000	198	31,333	.....	35	118	134	1,200	8,714	22	.....
945	8,000	60	.....	.....	.....	40	65	.....	723	8	.....
946	10,000	305	12,320	10	.....	1,500	200	.....	.....	8	.....
947	50,000	300	40,000	yes	.....	255	550	200	1,200	25	.....
948	62,500	150	32,800	.....	25	198	130	4,250	11,126	36	.....
949	54,326	343	59,406	.....	45	122	807	347	39,669	15	.....
950	7,068,757	340	4,657,529	.....	20	136602	25,733	653,505	.....	1,717	.....
951	77,641	305	51,039	.....	.....	264	75	4,941	.....	42	.....
952	300,000	250	200,000	.....	.....	.....	.....	6,000	.....	77	.....
953	43,625	96	6,500	.....	100	258	.....	1,846	.....	22	.....
954	300,000	248	114,382	10	.....	445	1,386	10,000	.....	45	1
955	252,900	301	83,382	.....	9	595	2,384	.....	21,189	69	.....
956	6,000	313	8,000	40	.....	38	20	1,800	.....	7	.....

MISCELLANEOUS

957	.....	323	81,614	.....	3	258	496	.....	.....	30	.....
958	55,600	365	50,000	.....	50	92	509	.....	.....	7	30
959	100,000	309	250,000	25	.....	260	283	1,000	.....	30	25
960	52,774	200	23,760	.....	.....	322	929	.....	.....	75	.....
961	75,000	300	36,346	.....	28½	84	457	.....	10,846	36	.....
962	.....	218	12,445	.....	.....	98	574	5,000	5,589	21	.....
963	5,000	305	18,576	5	.....	.....	77	20	10,877	5	.....
964	76,058	300	36,385	.....	11	493	489	165	8,712	7	11
965	.....	305	.....	50	.....	67	237	5,000	.....	15	.....

FROM MANUFACTURERS.

CEMENT WORKS.—TABLE NO. 31.—Continued.

Total wages paid during year to wage-earners.		Weekly wages paid.				Total No. salaried clerks and officials.		Total salaries paid to clerks, officials, etc., during year.	Wages during year have—		Class of employees affected.		Office No.
Male.	Female.	Male		Female.		Male.	Female.		Increased.	Decreased.	Wage-earners.	Clerks, officials, etc.	
		Skilled.	Unskilled.	Skilled.	Unskilled.								
\$	\$	\$ c.	\$ c.	\$ c.	\$ c.			\$	%	%	%	%	
23,720		18 00	12 00			10	1	9,765					931
5,074		15 00	9 90			3		2,625					932
1,150	6,000												933
2,756		14 00	12 00			3		3,095					934
6,579		pc. work											935
49,000		15 00	10 50			3	2	4,750		5		5	936
26,000		24 00	15 00			5		7,400		20	20	20	937
9,758		12 00	11 00										938
639													939
7,093		25 50	18 00										940
6,500			13 20			2	1	3,500					941
38,980		21 00	7 50			3		4,240		20	20	20	942
196,179		15 00	12 00			4		8,603	2		2	2	943
10,734		21 00	10 50			2		3,553					944
1,850		15 00	10 50			1							945
5,000		18 00	10 00							10	10		946
15,000		21 00	15 00			3		5,000					947
19,600		pc. work				1		700					948
11,631		15 60				1		1,304					949
150,292		18 00	12 00			189	17	325,406					950
16,482						2		3,175		10	10		951
45,000		18 00	12 00			4							952
3,133		13 50	9 00			2		1,600					953
29,165	both	15 00	10 50		7 50	4		5,000					954
43,383		18 00	10 50			7	1	13,418		15	15	15	955
2,792		13 50	1 50										956

INDUSTRIES.—TABLE NO. 32.

14,941		18 00	12 00			9	1	9,808					957
4,207	1,151	17 40	9 00	pc. w.		2	1	3,460					958
20,000	8,000					2	3	1,750	10		10	10	959
49,513						7	6	23,613					960
21,088		15 00	9 00			1		603		10	10		961
8,720		13 50	9 00			2		2,595					962
2,456		16 50				2		2,322					963
8,946	both	13 50	7 75		9 00	5	1	4,800	4		4		964
7,239						3		2,742					965

WAGES AND THEIR PROPORTION TO PRODUCT.

As 103 of the establishments included in the previous tables omit necessary details, there are only 850 given in the following tables which show the annual and daily wages paid in the various industries and the proportion they bear to the amount of the gross product. In the average percentage of wages to product there has been an increase of 28 per cent. as compared with the previous year

TABLE SHOWING WAGES AND SALARIES AND SHARE OF PRODUCT.

LUMBER MANUFACTURERS.—TABLE No. 1.

Schedule No.	Number of persons employed.	Number of days in operation.	Amount paid in wages and salaries.	Gross value of product.	Employees' average annual earnings.	Employees' daily rate of pay.	Per cent. wages of gross value of product.	Per cent. cost of material, interest, insurance, taxes, etc., and profit.	Schedule No.
			\$	\$	\$ c.	\$ c.	%	%	
1	21	47	2,580	16,000	122 86	2 61	16	84	1
2	66	250	28,100	100,000	425 76	1 70	28	72	2
3	40	305	20,000	50,000	500 00	1 64	40	60	3
6	6	200	900	5,000	150 00	75	18	82	6
7	116	121	32,101	164,050	276 73	2 45	20	80	7
9	3	305	1,700	8,000	566 66	1 86	21	79	9
10	10	275	4,500	30,000	450 00	1 64	15	85	10
11	20	125	5,061	50,000	253 50	2 03	10	90	11
12	780	201	232,200	450,000	297 69	1 48	52	48	12
13	12	20	500	1,500	41 00	2 05	3	97	13
14	5	60	210	627	42 00	70	31	69	14
15	20	210	8,820	12,062	440 10	2 20	73	27	15
16	32	300	19,121	103,000	597 53	1 99	19	81	16
17	156	150	6,380	25,000	41 00	28	23	77	17
18	14	180	4,462	354,500	318 71	1 77	13	87	18
19	10	100	224	15,000	22 40	22	2	98	19
20	200	300	25,000	96,000	125 00	42	26	74	20
21	43	160	16,500	50,000	382 72	2 40	33	67	21
22	163	188	87,872	550,000	539 90	2 87	16	84	22
23	20	49	1,936	4,000	96 80	1 98	48	52	23
24	25	305	12,000	35,000	480 00	1 57	34	66	24
25	13	200	2,700	12,000	207 69	1 04	23	77	25
26	2	60	500	1,200	250 00	4 17	42	58	26
27	262	312	107,568	361,200	410 56	1 32	30	70	27
28	4	280	500	2,200	125 00	45	25	75	28
29	930	170	825,941	1,400,000	888 18	5 23	59	41	29
31	96	175	47,958	80,095	489 25	2 74	60	40	31
32	268	305	92,457	404,126	344 99	1 13	23	77	32
33	456	305	112,144	753,643	245 93	81	15	85	33
34	4	305	3,200	4,500	800 00	2 60	80	20	34
35	258	162	98,220	668,725	380 68	2 35	15	85	35
37	102	165	51,500	400,000	504 90	3 66	11	89	37
38	9	305	6,000	13,000	666 66	2 12	46	54	38
39	305	305	66,450	250,000	217 87	72	27	73	39
40	20	250	7,540	30,000	377 00	1 51	25	75	40
43	2	250	1,200	3,000	600 00	2 40	40	60	43
44	49	300	44,727	175,000	912 80	3 04	26	74	44
45	5	225	2,000	12,000	400 00	1 65	17	83	45
46	8	200	672	12,000	84 00	42	6	94	46

TABLE SHOWING WAGES AND SALARIES AND SHARE OF PRODUCT.—Continued.

LUMBER MANUFACTURERS.—TABLE NO. 1.—Continued.

Schedule No	Number of persons employed.	Number of days in operation.	Amount paid in wages and salaries.	Gross value of product.	Employees' average annual earnings.	Employees' daily rate of pay.	Per cent. wages of gross value of product.	Per cent. cost of material, interest, insurance, taxes, etc., and profit.	Schedule No.
			\$	\$	\$ c.	\$ c.	%	%	
48	2	250	1,000	18,000	500 00	2 00	6	94	48
49	133	250	84,704	536,000	789 73	3 16	16	84	49
50	8	30	390	1,000	48 75	1 62	4	96	50
51	7	100	1,325	7,000	189 29	1 89	19	81	51
52	15	226	3,560	18,086	237 33	1 05	20	80	52
53	16	170	7,036	43,500	439 75	2 59	16	84	53
54	45	300	33,320	143,230	740 40	2 47	23	77	54
56	2	70	210	4,000	105 00	1 50	5	95	56
59	16	103	2,500	6,700	156 26	1 51	42	58	59
60	2	190	1,800	100,000	900 00	4 68	2	98	60
61	33	305	15,605	50,000	472 88	1 55	31	69	61
62	15	80	3,700	10,000	246 66	3 08	37	63	62
63	12	200	1,800	6,000	150 00	75	30	70	63
66	7	300	3,150	7,000	450 00	1 50	45	55	66
67	312	300	200,500	350,000	642 63	2 14	57	43	67
68	15	150	4,500	18,886	300 00	2 00	25	75	68
69	52	200	17,000	150,000	326 92	1 63	11	89	69
70	7	300	2,600	5,800	371 43	1 24	52	48	70
71	10	110	2,800	14,000	280 00	2 54	20	80	71
72	268	300	151,003	740,597	526 13	1 75	20	80	72
73	18	105	4,000	13,000	222 22	2 12	31	69	73
74	8	50	1,500	10,000	187 50	3 75	15	85	74
75	125	156	40,000	100,000	320 00	2 05	40	60	75
76	3	26	127	3,500	42 33	1 63	4	96	76
77	40	175	24,332	90,000	608 30	3 48	27	73	77
78	28	85	13,467	17,000	480 96	5 66	81	19	78
79	19	150	6,650	40,000	350 00	2 33	17	83	79
80	2	300	960	29,000	480 00	1 30	4	96	80
83	16	305	4,500	40,000	281 25	92	11	89	83
84	14	300	4,120	8,000	294 29	98	51	49	84
5,805	average	199	2,619,603	9,322,727	average 434 38	average 2 18	average 28	average 72	

PLANING MILLS, SASH AND DOOR FACTORIES, ETC.—TABLE NO. 2.

85	34	310	19,400	70,000	570 59	1 84	28	72	85
88	63	300	28,901	101,227	458 75	1 53	29	71	88
89	11	300	8,100	60,000	736 37	2 45	14	86	89
90	4	200	1,600	4,000	400 00	2 00	40	60	90
91	52	300	22,200	105,000	426 92	1 42	21	79	91
92	196	300	92,000	450,000	469 39	1 56	21	79	92
93	19	300	15,888	36,663	836 21	2 79	44	56	93
94	36	300	25,700	150,000	705 55	2 35	17	83	94
95	22	290	22,000	40,000	1,000 00	3 45	54	46	95
96	164	300	82,400	300,000	502 44	1 68	28	72	96
98	25	300	19,100	40,000	764 00	2 55	48	52	98
99	66	250	44,447	87,433	673 44	2 69	51	49	99
100	4	300	1,400	4,000	350 00	1 17	37	63	100
101	5	280	2,600	8,000	520 00	1 50	33	67	101
102	3	100	425	1,500	141 67	1 42	28	72	102
103	15	300	10,912	105,000	727 47	2 43	11	89	103
104	160	300	83,000	325,000	518 13	1 73	26	74	

TABLE SHOWING WAGES AND SALARIES AND SHARE OF PRODUCT.—Continued.

PLANING MILLS, SASH AND DOOR FACTORIES, ETC.—TABLE NO. 2.—Continued.

Schedule No.	Number of persons employed.	Number of days in operation.	Amount paid in wages and salaries.	Gross value of product.	Employees' average annual earnings.	Employees' daily rate of pay.	Per cent. wages of gross value of product.	Per cent. cost of material, interest, insurance, taxes, etc., and profit.	Schedule No.
105	52	300	\$ 40,829	\$ 194,243	\$ c. 765 94	\$ c. 2 55	% 21	% 79	105
109	3	36	482	1,540	160 66	4 46	32	68	109
110	71	360	39,036	213,944	549 80	1 53	18	82	110
111	71	300	26,535	142,225	373 73	1 25	19	81	111
112	30	260	16,068	25,000	535 60	2 02	64	36	112
115	43	274	24,500	121,000	569 77	2 04	30	70	115
117	15	300	6,800	10,000	453 33	1 51	68	32	117
	1,164	Average 273	634,323	2,595,775	Average 544 95	Average 1 99	Average 24	Average 76	

WOODWORKING FACTORIES, SPECIALTIES IN WOODWARE.—TABLE NO. 3.

119	36	290	14,068	32,000	390 77	1 35	44	56	119
120	47	300	23,916	99,000	508 85	1 70	24	76	120
121	1	100	750	4,000	750 00	7 50	19	81	121
122	24	300	16,000	75,000	666 67	2 22	21	79	122
124	17	250	10,000	40,000	588 24	2 31	24	76	124
125	93	250	43,520	160,000	457 21	1 83	27	73	125
126	136	253	98,896	180,984	727 18	2 87	55	45	126
127	41	200	15,133	34,000	369 91	1 85	44	56	127
128	16	200	5,000	20,000	312 50	1 56	25	75	128
130	36	192	16,830	68,345	467 50	2 44	25	75	130
131	3	300	924	3,500	308 00	1 03	30	70	131
132	29	300	13,249	22,000	457 55	1 53	60	40	132
133	6	300	3,919	26,766	653 17	2 18	15	85	133
134	42	192	21,156	84,897	503 71	2 62	26	74	134
135	44	275	30,000	175,000	681 82	2 48	17	83	135
136	56	175	8,000	50,000	222 22	1 27	16	84	136
137	87	250	24,500	65,000	281 61	1 13	36	64	137
138	109	300	52,000	320,000	477 60	1 59	16	84	138
140	19	275	11,414	89,000	600 72	2 18	12	88	140
141	49	230	14,528	39,000	296 29	1 29	37	63	141
142	108	300	59,458	299,603	550 54	1 84	20	80	142
143	14	20	500	3,000	35 71	1 79	17	83	143
144	90	300	45,500	150,000	505 56	1 69	30	70	144
145	18	275	10,220	32,000	567 78	2 07	32	68	145
146	21	300	13,800	30,000	657 14	2 19	46	54	146
148	10	300	5,392	12,922	539 20	1 80	45	55	148
149	24	300	11,500	52,600	479 17	1 60	22	78	149
150	81	300	47,000	140,000	580 25	1 93	34	66	150
151	41	300	19,500	40,000	475 61	1 59	49	51	151
152	55	300	34,395	105,000	625 36	2 08	33	67	152
153	4	300	2,663	5,000	665 75	2 22	53	47	153
154	11	240	4,657	7,485	423 37	2 76	66	34	154
155	11	280	4,624	20,000	420 36	1 50	23	77	155
156	55	200	36,521	63,910	664 11	3 32	58	42	156
157	23	305	12,800	22,000	556 52	1 83	58	42	157
158	73	290	39,500	107,883	541 91	1 87	37	63	158
159	31	300	29,000	50,000	935 62	3 12	58	42	159
160	2	260	600	4,350	300 00	1 16	20	80	160
161	27	225	19,419	46,394	719 22	3 15	42	58	161
162	363	275	190,000	540,330	581 27	2 11	35	65	162

TABLE SHOWING WAGES AND SALARIES AND SHARE OF PRODUCT.—Continued.

WOODWORKING FACTORIES, SPECIALTIES IN WOODWARE.—TABLE NO. 3. Continued.

Schedule No.	Number of persons employed.	Number of days in operation.	Amount paid in wages and salaries.	Gross value of product.	Employees' average annual earnings.	Employees' daily rate of pay.	Per cent. wages of gross value of product.	Per cent. cost of material, interest, insurance, taxes, etc., and profit.	Schedule No.
			\$	\$	\$ c.	\$ c.	%	%	
163	13	250	7,103	8,281	740 40	2 47	89	11	163
165	11	310	7,100	30,000	645 45	2 08	24	76	165
166	50	300	41,221	69,908	824 42	2 75	59	41	166
167	5	305	1,230	6,000	246 00	82	20	80	167
168	4	300	2,500	8,000	625 00	2 08	31	69	168
169	28	300	15,765	31,184	563 39	1 88	51	49	169
170	48	300	28,523	50,000	594 23	1 98	57	43	170
171	34	276	12,326	100,000	362 53	1 31	12	88	171
172	7	309	3,350	12,000	478 57	1 59	28	72	172
173	17	308	10,140	56,497	596 47	1 61	18	82	173
174	2	250	625	1,000	312 50	1 25	62	38	174
175	5	300	2,600	9,000	520 00	1 73	29	71	175
176	31	300	14,500	75,000	467 78	1 56	19	81	176
178	24	300	16,841	80,937	701 71	2 34	21	79	178
179	65	84	14,784	70,240	227 45	2 69	21	79	179
182	160	286	66,849	208,400	417 81	1 47	28	72	182
183	54	270	25,592	133,000	473 91	1 76	19	81	183
	2,491	Average 264	1,281,901	4,270,416	Average 514 21	Average 1 95	Average 30	Average 70	

FURNITURE MANUFACTURERS; BANK, STORE AND OFFICE FITTINGS.—TABLE NO. 4.

184	131	275	62,308	165,191	475 64	1 98	38	62	184
185	107	300	60,166	136,366	571 65	1 91	34	66	185
186	43	300	22,400	60,000	520 93	1 74	37	63	186
187	28	275	18,700	55,500	667 86	2 43	34	66	187
188	302	280	198,800	370,000	658 31	2 41	54	46	188
189	63	275	30,700	140,246	487 30	1 77	22	78	189
190	21	300	11,955	45,000	569 24	1 90	24	76	190
191	1	250	400	6,000	400 00	1 60	7	93	191
192	6	250	2,720	7,000	453 33	1 81	39	61	192
193	67	300	43,457	165,402	648 61	2 16	26	74	193
194	137	300	65,376	172,875	477 20	1 59	37	63	194
195	47	285	30,000	100,000	638 30	2 24	30	70	195
196	67	300	36,500	85,000	544 77	1 48	43	57	196
197	63	200	51,184	121,744	812 28	4 06	42	58	197
198	56	297	29,963	67,000	535 50	1 47	45	55	198
199	48	300	25,502	63,000	531 29	1 77	40	60	199
200	167	280	78,690	198,495	471 20	1 78	39	61	200
201	40	300	17,800	52,000	445 00	1 48	34	66	201
202	68	300	32,300	86,500	475 00	1 58	48	62	202
203	18	300	12,742	30,000	707 88	2 36	42	58	203
204	48	250	23,662	52,000	472 12	1 89	45	55	204
205	114	300	62,009	599,215	543 85	1 81	11	89	205
206	166	300	85,350	225,000	514 16	1 71	38	62	206
207	359	275	159,137	395,000	443 28	1 61	40	60	207
208	30	250	17,283	49,000	576 10	2 31	35	65	208
209	45	235	22,368	44,839	474 84	2 20	50	50	209
210	17	233	8,884	45,000	522 59	2 24	21	79	210
211	87	250	47,200	150,000	542 53	2 17	32	68	211
212	44	220	16,042	58,270	364 59	1 66	27	73	212
213	61	300	62,800	200,000	1,029 50	3 43	31	69	213

TABLE SHOWING WAGES AND SALARIES AND SHARE OF PRODUCT.—Continued.

FURNITURE MANUFACTURERS, TABLE No. 4.—Continued.

Schedule No.	Number of persons employed.	Number of days in operation.	Amount paid in wages and salaries.	Gross value of product.	Employees' average annual earnings.	Employees' daily rate of pay.	Per cent. wages of gross value of product.	Per cent. cost of material, interest, insurance, taxes, etc., and profit.	Schedule No.
			\$	\$	\$ c.	\$ c.	%	%	
215	34	300	18,564	100,000	546 00	1 82	19	81	215
216	27	260	10,425	18,000	386 11	1 49	58	42	216
217	36	230	17,640	57,300	490 25	2 13	31	69	217
218	214	240	95,464	220,356	446 90	1 82	43	57	218
219	13	150	11,000	35,000	846 16	5 64	31	69	219
220	47	300	30,708	59,555	655 49	2 18	52	48	220
221	67	242	22,625	52,208	337 69	1 40	43	57	221
222	66	300	34,000	100,000	515 15	1 72	14	86	222
223	17	203	5,806	17,172	341 53	1 68	34	66	223
224	5	285	1,300	13,560	260 00	91	10	90	224
225	51	300	22,457	65,000	440 33	1 47	35	65	225
226	69	300	31,296	125,000	453 71	1 51	25	75	226
227	18	255	11,178	20,000	621 00	2 44	55	45	227
228	6	300	2,740	10,990	456 66	1 52	27	73	228
229	54	305	32,550	161,567	602 78	1 98	20	80	229
230	43	242	20,463	48,016	452 00	1 87	27	73	230
231	52	300	26,220	65,000	504 23	1 68	40	60	231
232	54	305	38,214	110,397	707 67	2 32	35	65	232
233	38	300	15,864	31,436	417 48	1 39	51	49	233
234	55	200	24,650	66,000	484 55	2 42	37	63	234
	3,417	Average 272	1,809,571	5,320,440	Average 529 58	Average 1 95	Average 34	Average 66	

CARRIAGES AND OTHER VEHICLES AND PARTS THEREOF, AND MOTORS.—TABLE No. 5.

237	15	300	6,750	35,000	450 00	1 50	19	18	237
238	345	300	178,000	700,000	515 94	1 72	26	74	238
239	112	300	74,000	275,000	660 71	2 20	27	73	239
240	22	250	13,400	50,000	609 90	2 40	27	73	240
241	84	250	48,244	187,740	574 33	2 29	26	74	241
242	116	300	52,000	150,000	448 28	1 50	35	65	242
243	44	265	13,000	65,000	295 45	1 12	20	80	243
244	20	265	10,625	48,000	521 25	1 60	22	78	244
245	2	300	700	2,000	350 00	1 17	35	65	245
246	95	300	54,783	231,467	576 66	1 92	24	76	246
247	91	300	48,647	247,838	534 80	1 78	20	80	247
248	48	300	36,000	90,000	750 00	2 50	40	60	248
249	60	300	28,412	150,100	473 53	1 58	19	81	249
250	12	305	4,800	255,000	400 00	1 31	2	98	250
251	146	300	86,387	332,000	591 69	1 97	18	82	251
253	75	300	60,011	153,727	800 15	2 67	38	62	253
254	137	225	67,362	325,347	491 69	2 19	21	79	254
255	103	267	65,702	390,057	637 88	2 39	17	83	255
256	1,208	305	910,664	6,000,000	753 78	2 47	15	85	256
257	61	250	27,950	105,600	456 23	1 82	26	74	257
258	64	300	27,500	150,000	429 69	1 43	18	82	258
259	478	302	254,101	614,439	531 59	1 79	41	59	259
260	9	300	3,250	30,000	361 11	1 21	11	89	260
261	8	290	6,800	6,000	850 00	4 30	.....	.....	261
262	133	305	100,408	265,000	754 94	2 48	38	62	262
263	11	300	5,500	22,000	500 00	1 67	25	75	263
264	86	300	23,692	250,000	275 45	92	9	91	264
	3,585	Average 289	2,208,688	11,131,315	Average 616 09	Average 2 13	Average 20	Average 80	

TABLE SHOWING WAGES AND SALARIES AND SHARE OF PRODUCT.—Continued.

AGRICULTURAL IMPLEMENTS, FARMING HAND TOOLS AND DAIRY MACHINERY, ETC.

TABLE No. 6.

Schedule No.	Number of persons employed.	Number of days in operation.	Amount paid in wages and salaries.	Gross value of product.	Employees' average annual earnings.	Employees' daily rate of pay.	Per cent. wages of gross value of product.	Per cent. cost of material, interest, insurance, taxes, etc., and profit.	Schedule No.
			\$	\$	\$ c.	\$ c.	%	%	
265	115	300	48,872	400,000	424 97	1 42	12	88	265
267	19	300	12,901	41,220	679 00	2 26	31	69	267
268	55	200	42,600	137,000	774 54	3 87	31	69	268
269	68	289	54,081	212,508	780 60	2 70	26	74	269
270	188	104	103,005	284,647	547 90	5 26	39	61	270
271	22	214	14,386	89,690	653 91	3 06	16	84	271
272	6	305	2,700	12,000	450 00	1 48	22	78	272
273	55	305	36,390	75,000	661 64	2 17	48	52	273
274	142	300	82,015	240,895	577 57	1 93	34	66	274
276	16	309	7,091	11,501	443 18	1 43	64	36	276
277	36	250	12,424	30,000	345 11	1 38	41	59	277
278	9	300	5,650	25,000	627 77	2 09	23	77	278
	731	Average 263	422,115	1,559,461	Average 577 44	Average 2 19	Average 27	Average 73	

PIANO, ORGAN AND MUSICAL INSTRUMENT FACTORIES.—TABLE No. 7.

279	33	230	19,145	51,705	580 00	2 52	38	62	279
280	156	300	89,062	113,884	576 68	1 92	78	22	280
281	1	290	580	3,815	580 00	2 00	19	81	281
282	26	300	23,100	70,000	888 46	2 96	33	67	282
283	74	305	50,372	167,533	680 70	2 23	31	69	283
284	27	300	12,000	50,000	444 44	1 48	24	76	284
	317	Average 287	194,259	456,937	Average 610 29	Average 2 13	Average 43	Average 57	

WOOD-PULP FACTORIES, PAPER MILL, STATIONERY.—TABLE No. 8.

285	44	290	27,364	121,619	621 91	2 14	23	77	285
286	197	248	100,576	630,215	510 54	2 06	16	84	286
287	52	300	32,272	161,700	620 61	2 07	20	80	287
288	23	240	7,821	30,000	340 40	1 42	26	74	288
289	20	300	10,257	30,000	512 85	1 71	34	66	289
290	57	276	23,197	54,727	406 97	1 48	43	57	290
291	173	300	54,000	191,000	312 14	1 04	28	72	291
292	14	300	11,360	38,845	811 43	2 70	30	70	292
293	16	300	11,668	34,000	729 25	2 43	34	66	293
294	20	306	10,820	20,000	541 00	1 77	54	46	294
295	65	280	40,478	126,758	622 74	2 22	33	67	295
296	42	290	17,255	63,667	410 83	1 45	28	72	296
297	30	300	23,000	100,000	766 66	2 56	23	77	297
298	39	300	23,600	200,000	605 90	2 02	12	88	298
299	155	305	77,794	275,000	501 90	1 65	28	72	299
300	18	250	6,516	24,000	362 00	1 45	27	73	300
301	29	290	7,425	40,000	256 31	99	19	81	301
302	9	300	3,200	8,000	355 55	1 19	40	60	302
303	14	261	7,153	271,440	510 93	1 96	3	97	303
304	25	290	9,500	66,000	380 00	1 31	26	74	304
	1,042	Average 286	505,256	2,486,971	Average 484 89	Average 1 81	Average 24	Average 76	

TABLE SHOWING WAGES AND SALARIES AND SHARE OF PRODUCT.—*Continued.*

FOUNDRIES, ROLLING MILLS, BRIDGE AND STRUCTURAL IRON WORKS.—TABLE No. 9.

Schedule No.	Number of persons employed.	Number of days in operation.	Amount paid in wages and salaries.	Gross value of product.	Employees' average annual earnings.	Employees' daily rate of pay.	Per cent. wages of gross value of product.	Per cent. cost of material, interest, insurance, taxes, etc., and profit.	Schedule No.
			\$	\$	\$ c.	\$ c.	%	%	
305	42	300	31,056	145,500	739 43	2 47	21	79	305
306	318	286	166,607	337,363	586 81	2 05	55	45	306
307	32	304	19,768	109,553	617 75	2 03	18	82	307
309	33	225	27,492	47,925	802 78	3 57	58	42	309
310	6	313	5,055	16,719	842 50	2 69	32	68	310
312	91	217	69,136	222,333	759 74	3 50	31	69	312
314	294	280	166,000	446,000	564 66	2 02	37	63	314
315	69	300	55,339	184,227	787 38	2 62	30	70	315
316	1	300	112	6,000	112 00	38	2	98	316
317	31	300	30,500	78,000	983 87	3 28	39	61	317
318	150	313	92,693	205,000	617 96	1 97	45	55	318
319	27	295	12,839	33,000	475 52	1 61	39	61	319
321	33	300	26,949	40,000	816 64	2 72	67	33	321
322	101	257	63,707	135,000	630 76	2 45	47	53	322
323	177	217	106,646	250,000	602 52	2 78	43	57	323
324	8	305	4,000	9,000	500 00	1 61	44	56	324
325	161	300	92,716	483,000	575 88	1 92	19	81	325
327	41	305	34,703	70,209	788 71	2 59	49	51	327
328	4	205	2,668	4,000	667 00	3 25	66	34	328
329	6	300	1,800	10,000	300 00	1 00	18	82	329
330	40	286	30,629	113,000	765 72	2 68	27	73	330
331	40	280	29,136	68,714	728 40	2 60	42	58	331
332	47	250	26,269	50,750	558 92	2 24	52	48	332
333	8	300	4,500	16,000	562 50	1 88	28	72	333
335	9	300	4,200	5,000	466 67	1 56	84	16	335
336	56	300	29,000	55,000	517 86	1 73	52	48	336
	1,828	Average 282	1,153,520	3,141,293	Average 631 21	Average 2 24	Average 37	Average 63	

STOVE MANUFACTURERS, HOT AIR FURNACES AND HEATING APPARATUS.—

TABLE No. 10.

337	11	250	4,733	12,000	430 27	1 72	39	61	337
338	119	225	75,504	167,000	634 49	2 82	45	55	338
339	28	200	14,000	38,000	500 00	2 50	37	63	339
340	60	225	36,050	82,000	600 83	2 67	44	56	340
341	81	200	47,000	125,000	580 25	2 90	37	63	341
342	1	150	300	6,000	300 00	2 00	3	97	342
343	67	280	35,593	85,800	531 24	1 54	43	57	343
344	182	245	117,555	363,643	640 41	2 62	32	68	344
345	44	300	27,320	60,000	620 99	2 07	46	54	345
346	49	250	24,910	119,965	508 37	2 03	21	79	346
347	69	215	40,320	85,324	584 35	2 72	47	53	347
348	178	200	111,298	215,000	625 27	3 13	51	49	348
349	500	300	335,000	1,119,200	670 00	2 23	30	70	349
	1,389	Average 234	869,583	2,478,932	Average 626 51	Average 2 68	Average 35	Average 65	

TABLE SHOWING WAGES AND SALARIES AND SHARE OF PRODUCT.—*Continued.*

ENGINES, BOILERS, AND MACHINERY FACTORIES, ENGINEERS' AND MACHINE SHOPS.

—TABLE No. 11.

Schedule No.	Number of persons employed.	Number of days in operation.	Amount paid in wages and salaries.	Gross value of product.	Employees' average annual earnings.	Employees' daily rate of pay.	Per cent. wages of gross value of product.	Per cent. cost of material, interest, insurance, taxes, etc., and profit.	Schedule No.
			\$	\$	\$ c.	\$ c.	%	%	
350	53	313	28,000	75,000	528 30	1 69	37	63	350
352	10	312	6,179	20,239	617 90	1 98	31	69	352
356	16	300	10,823	15,823	676 44	2 26	72	28	356
357	4	300	2,300	10,000	575 00	1 92	23	77	357
358	28	300	17,950	71,572	640 71	2 13	25	75	358
359	2	280	1,200	3,200	600 00	2 14	40	60	359
360	73	300	35,128	100,000	481 21	1 61	35	65	360
361	100	300	76,300	160,000	763 00	2 54	48	52	361
362	20	300	9,500	27,000	475 00	1 58	35	65	362
363	24	300	12,850	53,450	535 41	1 78	24	76	363
364	44	278	20,000	107,000	454 52	2 00	19	81	364
365	138	305	82,277	176,120	596 21	1 96	47	53	365
366	33	305	7,930	12,439	240 30	79	66	34	366
368	48	300	35,453	66,468	738 60	2 46	54	46	368
369	50	300	22,133	100,000	442 66	1 48	22	78	369
370	282	300	218,917	397,000	775 59	2 59	58	42	370
371	17	300	10,837	21,654	637 47	2 13	51	49	371
372	13	288	5,693	15,690	437 92	1 52	38	62	372
373	81	250	28,000	120,000	345 73	1 38	24	76	373
374	60	300	31,000	120,000	516 67	1 72	26	74	374
375	16	300	9,672	18,789	604 50	2 02	54	46	375
377	13	300	11,820	20,000	909 23	3 03	59	41	377
378	14	300	14,688	30,399	1,049 14	3 50	49	51	378
379	8	300	5,000	25,000	625 00	2 08	20	80	379
380	4	280	1,000	2,000	250 00	89	50	50	380
381	9	305	5,416	10,830	601 78	1 97	54	46	381
382	16	305	14,000	23,000	875 00	2 87	60	40	382
383	97	300	47,300	87,000	487 68	1 63	54	46	383
384	18	286	12,074	63,989	670 78	2 35	19	81	384
385	9	305	6,300	15,000	700 00	2 29	42	58	385
386	69	305	40,000	78,000	579 71	1 90	51	49	386
387	5	307	4,797	5,128	959 50	3 13	95	5	387
388	21	300	15,441	32,727	735 28	2 46	48	52	388
389	21	308	13,145	43,900	625 95	2 03	31	69	389
390	27	300	16,966	40,477	628 37	2 09	42	58	390
391	28	300	17,747	37,000	633 82	2 11	48	52	391
392	169	305	131,044	350,000	668 90	2 19	32	68	392
393	4	305	3,573	8,000	893 25	2 93	44	56	393
394	2	310	1,400	2,800	700 00	2 26	70	30	394
396	10	300	5,000	10,000	500 00	1 67	50	50	396
397	8	305	5,500	9,000	687 50	2 26	61	29	397
398	37	300	24,000	55,000	648 65	2 16	44	56	398
399	2	300	1,800	5,000	900 00	3 00	30	70	399
401	9	300	3,468	9,273	385 33	1 28	38	62	401
402	76	275	47,500	200,000	625 00	2 27	24	76	402
403	345	260	217,000	580,000	628 98	2 42	37	63	403
404	34	275	19,690	60,359	579 12	2 11	33	67	404
405	11	280	6,464	14,626	587 64	2 10	46	54	405
406	104	300	19,690	180,000	189 33	63	11	89	406
407	9	293	7,538	24,090	837 55	2 86	31	69	407
408	22	306	17,200	28,498	781 82	2 56	61	39	408
	2,313	Average 297	1,408,703	3,742,540	Average 652 27	Average 2 20	Average 38	Average 62	

TABLE SHOWING WAGES AND SALARIES AND SHARE OF PRODUCT.—Continued.
METALLIC ROOFING AND LIGHT IRONWARE.—TABLE NO. 12.

Schedule No	Number of persons employed.	Number of days in operation.	Amount paid in wages and salaries.	Gross value of product.	Employees' average annual earnings.	Employees' daily rate of pay.	Per cent. wages of gross value of product.	Per cent. cost of material, interest, insurance, taxes, etc., and profit.	Schedule No.
			\$	\$	\$ c.	\$ c.	%	%	
411	10	280	8,700	28,000	870 00	3 11	31	69	411
412	6	250	4,159	21,800	693 17	2 78	20	80	412
413	215	225	144,769	252,000	673 34	2 99	57	43	413
414	38	305	21,259	120,000	559 45	1 83	18	82	414
415	33	305	32,121	68,418	973 36	3 19	27	73	415
416	9	305	4,800	25,000	533 33	1 72	19	81	416
417	22	300	16,150	75,000	734 90	2 45	22	78	417
418	7	305	6,000	15,000	857 14	2 81	40	60	418
419	45	250	21,000	120,000	466 66	1 87	18	82	419
420	8	305	5,000	7,000	625 00	2 05	71	29	420
421	1	305	416	1,500	416 00	1 36	27	73	421
423	41	305	21,152	75,000	515 90	1 69	27	73	423
424	39	300	25,300	70,000	648 72	2 16	36	64	424
425	48	300	21,200	60,000	441 67	1 47	35	65	425
426	33	266	28,739	91,215	870 88	3 27	32	68	426
427	138	283	58,852	132,056	498 94	1 76	44	56	427
428	40	300	31,000	80,000	775 00	2 58	39	61	428
429	316	300	183,076	502,620	563 53	1 88	36	64	429
430	8	300	4,340	16,000	542 50	1 81	27	73	430
431	9	245	3,986	23,611	442 89	1 81	17	83	431
432	34	300	18,896	122,786	555 77	1 85	15	85	432
433	209	300	198,000	490,428	947 37	3 16	40	60	433
434	100	304	53,348	89,750	533 48	1 76	60	40	434
435	161	304	118,664	733,472	737 40	2 42	16	84	435
436	12	256	10,732	20,950	894 33	3 10	53	47	436
437	137	300	95,000	315,000	688 32	2 29	30	70	437
438	4	300	4,141	9,620	1,035 25	3 45	46	54	438
439	4	270	2,200	13,000	550 00	2 04	17	83	439
440	16	305	8,291	32,000	518 91	1 70	26	74	440
441	95	305	60,600	97,500	637 90	2 09	62	38	441
442	16	305	13,104	33,255	819 00	2 68	40	60	442
443	43	302	14,796	85,000	344 90	1 14	17	83	443
444	5	290	2,440	12,000	488 00	1 68	20	80	444
445	3	156	500	1,100	166 66	1 07	40	60	445
447	50	305	34,963	100,000	699 26	2 29	35	65	447
	1,955	Average 287	1,277,694	3,940,081	Average 653 65	Average 2 25	Average 32	Average 68	

WIRE FENCE, WIRE ROPE AND WIRE CLOTH FACTORIES.—TABLE NO. 13.

449	81	300	62,960	213,769	777 26	2 59	30	70	449
450	35	200	14,883	150,000	425 23	2 13	10	90	450
451	40	225	31,684	275,000	792 10	3 08	12	88	451
452	31	300	14,500	41,000	467 78	1 56	35	65	452
453	16	305	14,987	20,000	936 69	3 07	75	25	453
454	73	304	40,345	140,845	552 67	1 82	28	72	454
455	14	300	4,984	22,716	356 00	1 17	23	77	455
456	201	304	83,848	1,428,619	417 15	1 37	6	94	456
457	35	304	23,096	349,528	657 31	2 16	7	93	457
458	10	200	5,295	33,706	529 50	2 65	16	84	458
459	284	275	186,116	648,123	655 34	2 38	29	71	459
461	38	300	10,745	132,332	282 76	94	8	92	461
462	17	300	7,561	90,000	444 76	1 48	8	92	462
463	153	300	116,518	677,546	755 20	2 52	17	83	463
464	892	300	308,271	452,781	345 60	1 15	7	93	464
	1,920	Average 281	925,793	4,675,965	Average 482 18	Average 1 72	Average 20	Average 80	

TABLE SHOWING WAGES AND SALARIES AND SHARE OF PRODUCT.—Continued.

BRASS AND COPPER WARE FACTORIES AND PLUMBING SUPPLIES.—TABLE NO. 14.

Schedule No	Number of persons employed.	Number of days in operation	Amount paid in wages and salaries.	Gross value of product.	Employees' average annual earnings.	Employees' daily rate of pay.	Per cent. wages of gross value of product.	Per cent. cost of material, interest, insurance, taxes, etc., and profit.	Schedule No.
			\$	\$	\$ c.	\$ c.	%	%	
465	98	250	81,339	328,621	829 99	3 32	25	75	465
466	31	305	19,954	39,707	643 68	2 11	51	49	466
467	54	300	24,369	45,050	451 28	1 51	54	46	467
468	8	307	5,200	17,694	650 00	2 11	31	69	468
469	203	300	100,756	212,820	491 41	1 64	48	52	469
470	34	300	25,753	59,943	757 44	2 52	44	56	470
471	59	300	28,828	75,000	488 61	1 63	38	62	471
472	10	300	5,500	10,000	550 00	1 83	55	45	472
473	68	300	53,435	185,000	785 22	2 92	29	71	473
474	132	365	100,764	627,354	763 38	2 09	16	84	474
475	63	300	37,900	200,000	601 60	2 01	19	81	475
476	4	300	2,879	14,000	719 75	2 40	21	79	476
477	21	300	18,519	44,175	881 86	2 94	42	58	477
478	56	300	50,283	99,000	897 91	2 99	51	49	478
480	38	250	20,800	100,000	547 37	2 19	21	79	480
481	34	300	20,525	29,000	603 68	2 02	70	30	481
482	12	306	12,524	66,446	1,046 16	3 42	19	81	482
483	4	275	3,130	6,000	782 50	2 85	52	48	483
484	167	300	103,090	396,121	617 31	2 06	26	74	484
1,096	Average 290	715,548	2,555,931	Average 652 87	Average 2 25	Average 28	Average 72		

SILVER AND PLATED WARE AND JEWELLERY FACTORIES.—TABLE NO. 15.

485	12	200	10,600	15,600	883 33	4 42	70	30	485
486	114	292	70,259	236,993	616 31	2 11	30	70	486
487	13	300	7,670	30,697	590 00	1 97	26	74	487
488	124	300	98,912	139,834	797 67	2 66	71	29	488
489	137	293	64,278	177,467	469 18	1 60	36	64	489
490	116	248	88,462	236,350	762 60	3 08	39	61	490
491	140	290	81,960	358,300	585 43	2 02	23	77	491
656	Average 275	422,141	1,195,241	Average 643 51	Average 2 34	Average 35	Average 65		

WOOLLENS, COTTONS, LINENS AND YARNS.—TABLE NO. 16.

492	9	305	9,022	17,054	1,000 44	3 20	53	47	492
493	8	305	4,652	22,900	581 50	1 58	21	79	493
494	17	300	5,000	25,000	298 12	98	20	80	494
495	3	200	900	3,000	300 00	1 50	30	70	495
496	144	300	70,098	330,000	486 10	1 62	21	79	496
498	20	220	7,210	33,500	360 50	1 64	22	78	498
499	168	285	69,183	380,000	411 80	1 45	18	82	499
501	18	300	7,702	80,000	427 33	1 42	10	90	501
502	2	220	133	2,600	66 50	30	7	93	502
503	3	290	1,100	10,000	366 66	1 26	11	89	503
504	93	300	30,600	130,000	329 30	1 09	23	77	504
505	28	275	9,741	50,000	347 89	1 27	19	81	505
506	19	275	5,031	11,142	264 79	96	46	54	506

TABLE SHOWING WAGES AND SALARIES AND SHARE OF PRODUCT.—Continued.

WOOLLENS, COTTONS, LINENS AND YARNS.—TABLE NO. 16.—Continued.

Schedule No.	Number of persons employed.	Number of days in operation.	Amount paid in wages and salaries.	Gross value of product.	Employees' average annual earnings.	Employees' daily rate of pay.	Per cent. wages of gross value of product.	Per cent. cost of material, interest, insurance, taxes, etc., and profit.	Schedule No.
			\$	\$	\$ c.	\$ c.	%	%	
508	12	305	3,020	20,000	250 00	82	15	85	508
509	36	250	12,500	50,000	347 22	1 39	25	75	509
510	4	300	1,300	7,641	325 00	1 08	19	81	510
511	7	300	2,575	20,000	367 86	1 23	13	87	511
512	730	300	220,000	1,000,000	301 37	1 01	22	78	512
513	47	300	23,995	100,000	510 53	1 60	24	76	513
514	243	263	66,094	288,625	271 99	1 03	23	77	514
516	73	300	12,914	76,035	178 27	60	17	83	516
517	19	244	4,729	40,000	248 90	1 02	12	88	517
518	191	260	85,100	370,000	445 55	1 71	23	77	518
519	230	305	111,645	351,000	485 41	1 59	32	68	519
520	33	300	15,375	63,300	465 91	1 55	24	76	520
521	71	245	6,200	12,500	87 32	36	51	49	521
522	22	305	12,500	55,000	568 18	1 86	23	77	522
523	11	305	4,300	33,000	390 90	1 21	13	87	523
525	4	300	1,400	5,000	350 00	1 17	28	72	525
526	375	260	154,450	640,000	411 87	1 58	24	76	526
527	1,077	246	330,080	1,430,000	306 47	1 28	23	77	527
528	34	300	16,000	75,000	470 59	1 57	21	79	528
529	288	240	103,709	530,115	360 10	1 50	20	80	529
530	21	135	2,698	10,700	128 48	95	27	73	530
	4,060	Average 274	1,410,956	6,273,112	Average 347 52	Average 1 27	Average 22	Average 78	

KNITTED GOODS FACTORIES AND WOMEN'S UNDERWEAR.—TABLE NO. 17.

531	317	305	166,970	2,000,000	523 57	1 72	8	92	531
532	16	200	6,300	24,000	393 13	1 97	26	74	532
533	47	285	19,400	95,000	412 77	1 45	20	80	533
534	111	254	32,350	185,004	291 44	1 15	17	83	534
535	28	300	6,475	25,550	234 82	78	26	74	535
536	67	290	15,463	60,870	230 79	80	24	76	536
537	30	300	9,017	78,306	300 57	1 00	12	88	537
538	64	277	25,279	169,780	395 41	1 43	15	85	538
539	135	278	49,000	253,000	384 44	1 38	19	81	539
540	65	300	12,694	92,972	195 29	65	14	86	540
541	34	280	11,500	66,000	338 24	1 21	18	82	541
542	143	300	49,500	225,000	346 15	1 16	22	78	542
543	62	302	22,435	70,000	361 69	1 20	32	68	543
544	29	292	11,915	46,700	410 86	1 41	24	76	544
545	2,217	282	765,816	3,540,978	345 43	1 19	22	78	545
546	203	250	69,100	225,000	340 39	1 36	31	69	546
547	31	300	11,350	45,000	667 65	2 23	23	77	547
548	295	278	111,357	585,190	377 48	1 36	19	81	548
549	123	275	46,083	220,000	375 47	1 37	21	79	549
550	104	305	37,091	234,605	356 65	1 17	16	84	550
551	713	280	223,000	840,000	312 76	1 12	27	73	551
	4,834	Average 282	1,702,095	9,082,955	Average 352 11	Average 1 25	Average 19	Average 81	

TABLE SHOWING WAGES AND SALARIES AND SHARE OF PRODUCT.—*Continued.*CLOTHING FACTORIES, MEN'S AND WOMEN'S WHITEWEAR, MILLINERY.—
TABLE No. 18.

Schedule No.	Number of persons employed.	Number of days in operation.	Amount paid in wages and salaries.	Gross value of product.	Employees' average annual earnings.	Employees' daily rate of pay.	Per cent. wages of gross value of product.	Per cent. cost of material, interest, insurance, taxes, etc., and profit.	Schedule No.
			\$ c.	\$	\$	\$ c.	%	%	
552	34	250	17,750	65,000	522 51	2 09	26	74	552
553	27	300	8,400	65,000	311 11	1 04	13	87	553
554	30	300	8,168	16,179	272 25	91	51	49	554
555	89	300	33,909	250,000	367 52	1 23	14	86	555
556	177	300	60,710	340,000	337 34	1 13	18	82	556
557	54	285	29,009	95,000	537 20	1 53	31	69	557
558	117	305	40,668	112,387	347 59	1 14	36	64	558
559	16	280	5,000	35,000	312 50	1 12	14	86	559
560	35	306	27,891	66,000	796 88	2 60	42	58	560
561	55	295	40,460	194,652	735 63	2 49	21	79	561
562	149	300	82,105	348,000	551 40	1 84	24	76	562
563	74	250	36,081	65,770	487 31	1 95	55	45	563
564	37	300	16,000	60,000	432 43	1 44	27	73	564
565	315	305	119,600	300,000	376 51	1 24	40	60	565
566	88	305	32,930	190,000	374 21	1 23	17	83	566
567	83	250	34,650	66,846	417 23	1 67	52	48	567
568	26	264	4,000	75,000	153 86	58	5	95	568
569	109	300	52,000	156,000	477 60	1 59	33	67	569
570	11	300	5,392	16,000	490 18	1 63	34	66	570
571	46	260	40,584	150,000	882 26	3 39	27	73	571
572	61	275	28,963	112,000	474 80	1 72	26	74	572
	1,633	Average 287	724,270	2,778,834	Average 443 52	Average 1 55	Average 26	Average 74	

BOOT AND SHOE MANUFACTURES, FELT FOOTWEAR.—TABLE No. 19.

574	37	300	16,000	50,000	432 43	1 44	32	68	574
575	2	305	1,000	6,000	500 00	1 64	17	83	575
577	40	300	20,000	135,000	500 00	1 67	15	85	577
578	104	300	63,000	500,000	605 77	2 02	11	89	578
579	40	300	18,930	97,140	473 25	1 58	20	80	579
580	368	274	179,670	991,843	488 23	1 78	18	82	580
581	345	260	158,392	1,000,000	459 11	1 77	16	84	581
582	18	300	10,330	40,000	573 89	1 91	26	74	582
583	66	300	28,000	144,000	424 23	1 41	19	81	583
584	61	265	25,500	109,046	418 30	1 58	23	77	584
585	87	300	33,000	250,000	379 31	1 27	13	87	585
586	148	275	93,747	331,967	634 78	2 31	29	71	586
587	28	169	8,017	33,000	286 32	1 69	24	76	587
588	38	275	10,250	85,000	269 74	98	12	88	588
589	19	300	12,500	40,000	657 89	2 19	31	69	589
590	29	300	16,950	100,000	584 48	1 95	17	83	590
591	93	300	41,400	111,767	445 16	1 28	37	63	591
592	125	300	67,060	260,000	535 68	1 79	26	74	592
593	84	264	42,869	197,375	510 35	1 97	22	78	593
594	68	300	31,619	116,583	464 98	1 55	28	72	594
	1,800	Average 284	878,234	4,598,721	Average 487 91	Average 1 72	Average 19	Average 81	

TABLE SHOWING WAGES AND SALARIES AND SHARE OF PRODUCT.—Continued.

FUR MANUFACTURERS, DRESSERS AND DYERS, HAT AND CAP FACTORIES.—
TABLE No. 20.

Schedule No.	Number of persons employed.	Number of days in operation.	Amount paid in wages and salaries.	Gross value of product.	Employees' average annual earnings.	Employees' daily rate of pay.	Per cent. wages of gross value of product.	Per cent. cost of material, interest, insurance, taxes, etc., and profit.	Schedule No.
			\$	\$	\$ c	\$ c.	%	%	
595	24	305	10,334	44,000	430 58	1 45	23	77	595
596	109	300	37,500	180,000	344 31	1 15	21	79	596
597	17	295	7,132	27,830	419 53	1 46	26	74	597
598	7	310	3,581	10,000	511 57	1 65	36	64	598
599	7	300	5,600	25,000	800 00	2 67	22	78	599
600	39	300	25,144	60,000	644 71	2 16	43	57	600
203	Average 301		89,291	346,830	Average 439 86	Average 1 46	Average 26	Average 74	

TANNERS, HARNESS AND LEATHER GOODS FACTORIES.—TABLE No. 21.

601	167	250	84,000	330,000	502 99	2 01	26	74	601
602	33	300	17,266	198,000	523 23	1 74	9	91	602
603	29	300	19,284	39,603	664 97	2 22	49	51	603
604	127	300	80,688	1,000,000	635 34	2 12	8	92	604
605	13	260	6,634	76,106	510 31	1 96	9	91	605
606	7	300	2,800	10,000	400 00	1 33	28	72	606
607	2	250	900	10,000	450 00	1 80	9	91	607
608	15	305	5,408	30,000	360 53	1 21	18	82	608
609	293	300	184,846	1,670,000	630 87	2 10	11	89	609
610	36	300	16,000	100,000	444 44	1 48	16	84	610
611	80	300	49,220	547,317	615 25	2 05	9	91	611
612	27	310	16,450	45,000	609 26	1 97	36	64	612
613	26	300	10,194	53,219	392 71	1 31	19	81	613
614	25	300	6,000	40,000	240 00	80	15	85	614
615	38	300	29,000	400,000	763 16	2 54	7	93	615
616	9	250	5,000	22,000	555 55	2 22	23	77	616
617	16	295	1,898	4,314	118 65	40	47	53	617
618	3	320	1,500	2,000	500 00	1 56	75	25	618
619	83	300	21,800	80,000	262 65	88	27	73	619
620	12	300	5,020	68,600	418 33	1 39	7	93	620
621	58	300	37,230	600,000	641 89	2 14	6	94	621
622	9	300	4,750	40,000	527 78	1 76	12	88	622
623	3	310	1,710	20,000	570 00	1 90	9	91	623
624	23	300	8,000	50,000	347 83	1 16	16	84	624
625	210	305	100,000	300,000	476 19	1 56	33	67	625
626	255	300	247,714	1,000,000	971 43	3 24	25	75	626
627	3	291	1,520	28,048	506 66	1 71	6	94	627
628	85	306	18,275	86,249	215 00	70	21	79	628
1,681	Average 294		983,107	6,850,456	Average 584 24	Average 1 95	Average 14	Average 86	

FLOUR AND FEED MILLS, CEREAL FOOD FACTORIES.—TABLE No. 22.

629	3	305	2,000	35,000	666 66	2 19	6	94	629
630	8	310	5,100	32,000	637 50	2 06	16	84	630
631	1	305	450	47,000	450 00	1 48	7	93	631
632	7	300	4,020	65,000	574 28	1 91	6	94	632
633	2	300	1,800	30,000	900 00	3 00	6	94	633
634	2	150	750	30,000	350 00	2 33	3	97	634

TABLE SHOWING WAGES AND SALARIES AND SHARE OF PRODUCT.—*Continued.*
 FLOUR AND FEED MILLS, CEREAL FOOD FACTORIES.—TABLE NO. 22.—*Continued.*

Schedule No	Number of persons employed.	Number of days in operation.	Amount paid in wages and salaries.	Gross value of product.	Employees' average annual earnings.	Employees' daily rate of pay.	Per cent. wages of gross value of product.	Per cent. cost of material, interest, insurance, taxes, etc., and profit.	Schedule No.
			\$	\$	\$ c.	\$ c.	%		
635	10	300	7,000	150,000	700 00	2 33	3	95	635
636	8	300	4,920	300,000	615 00	2 05	2	98	636
637	5	300	3,000	380,000	600 00	2 00	8	92	637
640	62	305	38,010	326,722	613 61	2 01	12	88	640
641	16	305	10,200	180,000	637 50	2 09	6	94	641
643	13	300	8,678	116,000	667 54	2 23	7	93	643
645	22	313	13,200	425,000	600 00	1 92	3	97	645
646	11	300	7,336	155,042	666 91	2 22	5	95	646
647	2	300	1,100	60,000	550 00	1 83	2	98	647
648	1	310	350	25,000	350 00	1 13	2	98	648
649	1	200	600	4,000	600 00	3 00	2	98	649
650	26	300	19,250	700,000	740 38	2 47	3	97	650
651	4	300	2,286	41,134	571 50	1 97	6	94	651
653	1	290	180	6,000	180 00	62	3	97	653
654	7	300	3,500	4,500	500 00	1 63	9	91	654
655	4	200	1,500	45,000	375 00	1 88	3	97	655
656	5	305	2,848	60,000	569 60	1 87	5	95	656
657	8	312	4,520	85,000	565 00	1 78	5	95	657
658	3	300	1,500	40,000	500 00	1 67	4	96	658
659	4	300	2,000	5,000	500 00	1 67	40	60	659
660	6	306	3,551	73,895	591 83	1 97	5	95	660
661	6	306	3,418	74,004	569 66	1 86	5	95	661
662	8	300	4,700	87,745	587 50	1 96	8	92	662
663	6	300	3,300	40,000	550 00	1 83	8	92	663
664	10	300	7,533	176,604	753 30	2 51	4	96	664
665	2	310	1,315	25,129	657 50	2 12	5	95	665
666	4	300	2,300	42,000	575 00	1 92	5	95	666
667	4	300	2,160	25,000	540 00	1 80	9	91	667
670	2	250	700	8,000	350 00	1 40	9	91	670
671	10	300	7,600	160,000	760 00	2 53	5	95	671
672	26	305	13,600	240,000	523 71	1 72	6	94	672
674	5	100	750	800	150 00	1 50	9	91	674
675	26	260	16,914	395,491	650 54	2 50	4	96	675
677	3	305	625	15,250	208 33	69	4	96	677
678	4	300	1,600	12,000	400 00	1 33	13	87	678
679	2	300	1,200	40,000	600 00	2 00	3	97	679
680	2	300	800	50,000	400 00	1 33	2	98	680
681	11	300	6,186	150,000	562 36	1 87	4	96	681
682	1	150	175	650	175 00	1 17	3	97	682
683	4	300	1,720	16,000	430 00	1 43	11	89	683
684	10	290	6,773	91,964	677 30	2 34	8	92	684
685	14	300	14,366	269,423	1,026 14	3 42	5	95	685
686	5	300	2,400	100,000	480 00	1 60	3	97	686
687	16	300	11,360	180,937	710 00	2 37	6	94	687
688	18	290	7,355	188,150	408 61	1 41	4	96	688
689	1	300	200	2,150	200 00	67	10	90	689
690	7	305	4,724	75,000	674 48	2 21	7	93	690
691	16	305	9,500	250,000	593 75	1 98	4	96	691
692	3	297	1,825	53,705	608 33	2 05	3	97	692
694	2	300	550	7,000	275 00	92	8	92	694
696	3	305	1,405	42,000	463 33	1 54	4	96	696
697	342	313	257,740	14,491,308	753 63	2 41	2	98	697
698	100	300	50,000	2,500,000	500 00	1 67	2	98	698
699	8	250	3,000	8,000	350 00	1 50	37	63	699
700	31	300	7,700	133,000	248 39	83	6	94	700
701	16	300	10,000	200,000	625 00	2 08	5	95	701
702	18	305	12,400	65,000	688 88	2 26	19	81	702

TABLE SHOWING WAGES AND SALARIES AND SHARE OF PRODUCT.—Continued.

FLOUR AND FEED MILLS, CEREAL FOOD FACTORIES.—TABLE NO. 22.—Continued.

Schedule No.	Number of persons employed.	Number of days in operation.	Amount paid in wages and salaries	Gross value of product.	Employees' average annual earnings.	Employees' daily rate of pay.	Per cent. wages of gross value of product.	Per cent. cost of material, interest, insurance, taxes, etc., and profit.	Schedule No.
			\$	\$	\$ c.	\$ c.	%	%	
703	60	300	34,000	800,000	566 66	1 89	4	96	703
704	454	305	214,562	4,099,649	472 61	1 58	5	95	704
705	3	300	2,160	30,000	720 00	2 40	7	93	705
706	1	200	600	16,000	600 00	3 00	4	96	706
708	1	285	500	8,500	500 00	1 75	6	94	708
709	2	300	1,000	30,000	500 00	1 67	3	97	709
711	53	300	27,000	700,000	509 43	1 70	4	96	711
713	1	310	500	14,000	500 00	1 61	3	97	713
714	4	300	2,500	75,000	625 00	2 08	3	97	714
715	1	300	660	30,000	660 00	2 20	2	98	715
717	4	280	2,400	55,000	600 00	2 14	4	96	717
719	5	210	2,800	37,000	560 00	2 67	8	92	719
720	2	250	700	9,000	350 00	1 40	8	92	720
721	7	75	1,300	9,000	185 71	2 48	14	86	721
722	6	305	3,225	25,000	537 50	1 76	13	87	722
724	2	300	640	80,000	320 00	1 07	1	99	724
729	12	300	5,500	120,000	458 33	1 53	5	95	729
731	6	200	3,720	70,000	620 00	3 10	6	94	731
732	4	300	2,000	30,000	500 00	1 67	7	93	732
733	2	300	900	22,000	450 00	1 50	4	96	733
735	5	300	3,120	40,000	624 00	2 08	8	92	735
737	9	250	1,060	3,000	117 78	47	35	65	737
1,632	Average 283		926,390	29,940,752	Average 574 99	Average 2 03	Average 4	Average 96	

BAKERS, BREAD AND BISCUIT AND CONFECTIONERS.—TABLE NO. 23.

738	10	300	4,750	25,000	475 00	1 58	19	81	738
739	63	300	49,724	227,426	789 27	2 63	22	78	739
740	69	285	32,468	100,000	470 55	1 65	32	68	740
741	58	250	23,681	90,000	408 29	1 63	26	74	741
742	426	300	185,000	900,000	434 27	1 45	21	79	742
743	29	300	23,800	67,000	820 69	2 73	35	65	743
744	60	365	36,978	197,941	616 30	1 69	19	81	744
745	128	300	91,536	354,547	715 12	2 38	26	74	745
746	243	305	174,697	892,419	718 91	2 36	20	80	746
1,086	Average 300		622,634	2,854,333	Average 573 33	Average 1 93	Average 22	Average 78	

CANNING, PORK PACKING, BACON CURING, ABATTOIRS.—TABLE NO. 24.

747	4	300	2,496	75,000	624 00	2 08	3	97	747
748	26	305	15,587	120,000	599 50	1 97	13	87	748
749	21	21	625	2,200	29 76	1 46	31	69	749
750	102	150	22,024	73,707	215 92	1 44	30	70	750
751	132	75	10,050	65,000	76 13	1 01	15	85	751
752	28	305	17,600	70,000	628 57	2 06	25	75	752
753	84	90	13,180	58,000	156 90	1 63	23	77	753
754	58	310	44,888	1,174,790	773 93	2 50	31	69	754

TABLE SHOWING WAGES AND SALARIES AND SHARE OF PRODUCT.—*Continued.*CANNING, PORK PACKING, BACON CURING, ABATTOIRS.—TABLE NO. 24.—*Continued.*

Schedule No.	Number of persons employed.	Number of days in operation.	Amount paid in wages and salaries.	Gross value of product.	Employees' average annual earnings.	Employees' daily rate of pay.	Per cent. wages of gross value of product.	Per cent. cost of material, interest, insurance, taxes, etc., and profit.	Schedule No.
			\$	\$	\$ c.	\$ c.	%	%	
755	34	90	1,500	12,000	47 51	53	13	87	755
757	10	305	11,449	50,518	1,144 90	3 75	23	77	757
758	73	300	37,375	688,225	511 99	1 71	6	94	758
759	171	306	78,411	374,943	218 57	71	7	93	759
760	11	312	1,025	5,000	93 18	29	20	80	760
761	88	310	54,000	1,262,000	613 64	1 98	4	96	761
762	149	310	90,750	2,746,885	602 35	1 97	4	96	762
763	16	310	9,000	85,000	562 50	1 81	11	89	763
764	93	100	18,783	109,000	201 97	2 02	17	83	764
765	39	75	2,850	13,150	73 71	99	22	78	765
766	32	50	2,000	9,000	62 50	1 25	22	78	766
767	91	100	12,200	20,000	134 61	1 35	61	39	767
768	51	100	6,100	50,000	119 80	1 20	12	88	768
769	188	300	17,884	125,000	95 13	32	14	86	769
770	157	120	24,450	52,000	150 64	1 25	47	53	770
771	194	310	128,462	2,775,623	662 18	2 13	5	95	771
774	16	50	1,200	3,500	75 00	1 50	40	60	774
775	170	150	17,288	102,583	101 69	68	17	83	775
776	142	150	20,881	138,586	147 41	98	15	85	776
777	77	100	6,212	61,322	81 97	82	10	90	777
778	102	153	14,078	91,714	138 11	90	15	85	778
779	221	87	25,036	141,898	116 00	1 33	18	82	779
780	86	50	9,322	57,000	108 40	2 17	16	84	780
781	36	36	2,395	25,000	66 53	1 85	9	91	781
782	220	300	149,801	600,000	680 90	2 27	25	75	782
783	141	100	31,866	230,000	226 00	2 26	14	86	783
	3,063	Average 180	900,768	11,468,644	Average 294 80	Average 1 64	Average 8	Average 92	

DAIRY PRODUCTS AND OTHER FOODS.—TABLE NO. 25.

786	50	305	36,000	350,000	720 00	2 36	10	90	786
787	31	305	15,600	180,000	503 23	1 68	9	91	787
788	1	305	780	25,000	780 00	2 52	3	97	788
789	195	305	151,630	829,366	777 59	2 55	18	82	789
790	32	300	15,050	85,000	470 31	1 57	18	82	790
792	9	313	3,610	48,709	401 11	1 28	8	92	792
793	41	300	30,790	180,000	750 49	2 17	17	83	793
794	3	200	700	9,000	233 00	1 11	8	92	794
795	32	302	12,366	34,918	386 44	1 28	33	67	795
796	10	140	3,500	10,590	350 00	2 50	35	65	796
797	245	305	147,124	1,704,142	598 61	1 96	9	91	797
798	6	305	4,229	63,828	704 83	2 34	7	93	798
799	126	300	86,602	323,248	687 32	2 29	27	73	799
800	11	305	6,433	60,164	584 82	1 92	11	89	800
801	10	300	4,880	37,000	488 00	1 63	13	87	801
802	4	100	1,500	3,055	375 00	3 75	50	50	802
803	15	305	7,610	18,921	507 33	1 66	42	58	803
804	6	313	2,150	10,000	358 33	1 15	21	79	804
805	8	290	4,464	52,000	559 00	1 93	9	91	805
806	4	300	2,300	40,000	575 00	1 92	6	94	806
	840	Average 280	537,318	4,064,941	Average 639 66	Average 2 28	Average 13	Average 87	

TABLE SHOWING WAGES AND SALARIES AND SHARE OF PRODUCT.—Continued.

BREWERIES, DISTILLERIES AND WINE FACTORIES, CIGAR AND TOBACCO FACTORIES.—

TABLE No. 26.

Schedule No.	Number of persons employed.	Number of days in operation.	Amount paid in wages and salaries.	Gross value of product.	Employees' average annual earnings.	Employees' daily rate of pay.	Per cent. wages of gross value of product.	Per cent. cost of material, interest, insurance, taxes, etc., and profit.	Schedule No.
			\$	\$	\$ c.	\$ c.	%	%	
807	34	260	18,306	45,000	538 41	2 07	41	59	807
808	12	300	8,650	30,000	724 17	2 41	29	71	808
809	46	305	27,200	224,000	643 48	2 11	12	88	809
810	75	300	51,000	110,000	680 00	2 27	46	54	810
811	79	302	37,200	115,000	470 88	1 56	31	69	811
812	5	300	2,500	25,000	500 00	1 67	10	90	812
813	6	250	2,500	8,000	416 66	1 67	31	69	813
814	16	305	7,676	35,059	479 75	1 57	22	78	814
815	238	312	158,203	702,000	664 72	2 13	23	77	815
816	4	300	3,104	125,000	776 00	2 55	20	80	816
817	34	365	30,700	160,000	902 94	2 47	19	81	817
818	14	306	13,300	120,000	950 00	3 07	11	89	818
819	11	120	1,370	4,300	124 54	1 04	34	66	819
820	15	312	9,000	75,000	600 00	1 92	12	88	820
821	28	365	19,000	250,000	678 57	1 86	8	92	821
822	1	300	175	3,000	175 00	58	6	94	822
823	1	100	300	20,000	300 00	3 00	2	98	823
824	6	313	3,987	25,600	664 50	2 12	16	84	824
825	28	300	25,975	98,715	927 68	3 09	25	75	825
826	3	300	1,750	4,680	583 33	1 98	44	56	826
827	3	305	1,660	3,000	553 33	1 81	55	45	827
828	35	365	34,384	179,672	982 40	2 69	19	81	828
829	243	288	107,837	1,357,490	443 77	1 54	8	92	829
830	146	300	90,811	816,254	628 16	2 09	11	89	830
831	37	300	48,000	500,000	1,297 29	4 32	10	90	831
832	23	313	26,897	154,807	1,169 43	3 74	17	83	832
833	29	300	24,600	77,000	848 21	2 83	32	68	833
834	324	300	177,879	543,057	549 01	1 83	33	67	834
835	18	309	13,404	54,849	742 42	2 40	25	75	835
836	7	305	7,530	70,000	1,075 71	3 53	11	89	836
837	11	305	9,750	58,537	886 36	2 91	17	83	837
1,532	Average	294	964,648	5,995,020	Average 636 60	Average 2 17	Average 16	Average 84	

CHEMICAL WORKS, MEDICINES AND PERFUMES.—TABLE No. 27.

838	101	300	13,232	14,138	131 01	44	94	6	838
839	16	250	5,500	30,000	343 75	1 38	18	82	839
840	18	313	10,800	75,000	600 00	1 91	13	87	840
841	16	160	6,468	67,922	404 25	2 53	10	90	841
842	50	300	31,262	70,844	625 24	2 08	45	55	842
843	1	300	1,200	6,000	1,200 00	4 00	20	80	843
844	9	300	7,611	63,000	845 67	2 82	12	88	844
845	10	313	3,649	74,020	364 90	1 17	5	95	845
846	7	300	2,580	145,000	368 57	1 23	2	98	846
847	1	160	155	3,500	155 00	97	5	95	847
848	185	305	106,476	485,830	575 55	1 89	22	78	848
849	8	300	6,906	59,378	863 25	2 88	12	88	849
850	5	300	2,389	20,002	477 80	1 59	12	88	850
851	67	365	65,890	107,000	983 42	2 69	61	39	851
854	512	365	421,285	1,526,000	822 82	2 25	28	72	854

TABLE SHOWING WAGES AND SALARIES AND SHARE OF PRODUCT.—*Continued.*

CHEMICAL WORKS, MEDICINES AND PERFUMES.—TABLE No. 27.

Schedule No.	Number of persons employed.	Number of days in operation.	Amount paid in wages and salaries.	Gross value of product.	Employees' average annual earnings.	Employees' daily rate of pay.	Per cent. wages of gross value of product.	Per cent. cost of material, interest, insurance, taxes, etc., and profit.	Schedule No.
855	1	305	\$ 1,144	\$ 10,000	\$ c. 1,144 00	\$ c. 3 75	11	89	855
856	20	305	16,641	101,000	832 50	2 73	16	84	856
857	147	300	59,850	421,464	407 14	1 36	14	86	857
858	4	168	728	11,500	182 00	1 08	6	94	858
859	69	241	40,110	241,749	581 30	2 33	17	83	859
861	12	313	7,400	25,000	616 66	1 97	30	70	861
862	23	300	11,322	75,066	497 48	1 66	15	85	862
863	28	365	21,742	99,228	776 50	2 13	22	78	863
	1,310	Average 288	844,340	3,732,650	Average 659 80	Average 2 29	Average 23	Average 77	

OIL REFINERIES, PAINT AND VARNISH FACTORIES.—TABLE No. 28.

864	249	300	152,580	455,105	612 73	2 04	34	66	864
865	4	300	2,400	10,000	600 00	2 00	24	76	865
866	18	300	18,257	300,000	1,015 22	3 38	6	94	866
867	36	305	12,272	28,881	340 89	1 12	44	56	867
868	3	300	2,050	18,900	683 33	2 28	11	89	868
869	65	305	35,846	287,000	551 41	1 81	13	87	869
870	30	305	20,792	140,000	693 61	2 27	15	85	870
872	6	306	3,000	18,000	500 00	1 63	17	83	872
873	63	365	52,715	464,971	836 76	2 29	11	89	873
874	19	306	17,970	199,955	945 79	3 09	9	91	874
875	7	313	6,600	32,000	942 85	3 01	21	79	875
876	9	313	6,737	38,944	748 55	2 39	18	82	876
877	9	300	10,380	60,000	1,153 33	3 84	17	83	877
878	11	307	6,328	27,693	575 27	1 87	23	77	878
879	8	305	6,686	47,000	835 75	2 73	14	86	879
880	40	300	43,220	225,000	1,080 50	3 40	15	85	880
881	4	307	1,687	22,174	421 75	1 38	8	92	881
	581	Average 308	399,520	2,375,623	Average 687 64	Average 2 23	Average 17	Average 83	

GAS WORKS, ELECTRIC LIGHT, HEATING AND POWER WORKS.—TABLE No. 29.

882	3	365	2,000	8,000	666 66	1 83	25	75	882
883	9	312	7,020	116,290	780 00	2 50	6	94	883
884	2	365	1,195	5,385	597 50	1 63	29	71	884
885	146	300	114,000	400,000	780 82	2 60	29	71	885
886	4	358	1,600	4,750	400 00	1 12	40	60	886
887	20	365	17,712	115,946	885 60	2 43	15	85	887
888	29	300	15,160	43,740	522 76	1 74	35	65	888
889	15	287	3,062	10,940	204 13	71	30	70	889
890	7	365	4,945	16,435	706 43	1 93	31	69	890
892	1,423	365	1,015,055	2,453,418	713 33	1 95	42	58	892
893	48	365	43,255	158,150	901 14	2 47	27	73	893
900	2	365	1,100	5,760	550 00	1 54	22	78	900
901	9	125	2,195	7,500	243 88	1 95	31	69	901
902	165	261	78,653	156,700	476 62	1 83	50	50	902
	1,882	Average 321	1,306,952	3,503,014	Average 694 50	Average 2 16	Average 37	Average 63	

TABLE SHOWING WAGES AND SALARIES AND SHARE OF PRODUCT.—Continued.

PRINTING AND ALLIED TRADES.—TABLE No. 30.

Schedule No.	Number of persons employed.	Number of days in operation.	Amount paid in wages and salaries.	Gross value of product.	Employees' average annual earnings.	Employees' daily rate of pay.	Per cent. wages of gross value of product.	Per cent. cost of material, interest, insurance, taxes, etc., and profit.	Schedule No.
			\$	\$	\$ c.	\$ c.	%	%	
903	102	300	73,350	313,448	728 92	2 43	23	77	903
904	3	310	1,200	1,532	400 00	1 29	71	29	904
905	27	306	25,261	57,169	935 59	3 06	44	56	905
906	15	300	8,422	24,300	561 47	1 87	35	65	906
907	35	312	21,000	75,000	600 00	1 92	28	72	907
908	10	302	13,402	15,805	1,340 20	4 44	89	11	908
909	24	302	19,223	43,645	800 95	2 66	45	55	909
910	10	305	3,224	4,000	322 40	1 06	80	20	910
911	9	300	7,790	56,000	865 55	2 88	16	84	911
912	39	305	29,429	98,000	754 59	2 47	30	70	912
913	303	279	205,000	507,000	676 57	2 42	41	59	913
914	17	312	4,686	5,337	275 65	89	93	7	914
915	5	308	2,790	3,428	558 00	1 81	93	7	915
916	58	305	32,378	77,886	575 48	1 85	42	58	916
917	290	305	59,960	88,467	206 76	68	68	32	917
918	4	300	1,807	2,300	451 85	1 51	90	10	918
919	19	300	12,800	21,000	673 68	2 25	63	37	919
920	137	305	125,971	300,000	919 49	3 01	42	58	920
921	6	300	2,83	19,000	472 33	1 57	15	85	921
922	6	300	5,200	12,000	866 66	2 89	43	57	922
923	77	305	97,168	127,800	1,261 92	4 14	77	23	923
924	131	300	72,302	199,930	551 92	1 84	36	64	924
925	195	306	129,500	400,000	664 10	2 17	32	68	925
926	17	306	11,799	13,913	694 51	2 27	90	10	926
927	28	306	20,227	40,000	722 39	2 36	51	49	927
928	32	300	16,350	21,000	510 94	1 70	77	23	928
929	4	300	2,200	6,000	550 00	1 83	37	63	929
930	44	300	32,822	58,968	745 93	2 49	56	44	930
931	58	305	44,988	80,605	775 66	2 54	56	44	931
	1,705	Average 303	1,083,085	2,673,533	Average 625 24	Average 2 11	Average 40	Average 60	

BRICK, TILE AND PORTLAND CEMENT WORKS.—TABLE No. 31.

932	89	275	33,485	50,347	376 24	1 37	67	33	932
933	12	263	7,699	14,688	641 58	2 44	55	45	933
934	7	306	5,851	22,000	835 85	2 73	26	74	934
935	20	100	6,579	13,000	328 95	3 29	51	49	935
936	105	250	53,750	275,000	511 90	2 05	16	84	936
937	67	127	33,400	62,612	498 50	3 93	54	46	937
938	36	150	9,758	19,130	271 51	1 81	51	49	938
940	23	100	7,093	22,000	308 39	3 08	32	68	940
941	13	280	10,000	21,000	769 23	2 75	48	52	941
942	74	280	43,220	71,500	584 11	2 09	61	39	942
943	254	300	204,782	500,000	806 70	2 69	41	59	943
944	24	198	14,287	31,333	595 29	3 01	46	54	944
946	8	305	5,000	12,320	625 00	2 05	41	59	946
947	28	305	20,000	40,000	714 28	2 34	50	50	947
948	37	150	20,300	32,800	540 54	3 80	50	50	948
949	16	343	12,935	59,406	808 42	2 36	22	78	949
950	1,913	340	1,827,698	4,657,529	955 41	3 69	40	60	950

TABLE SHOWING WAGES AND SALARIES AND SHARE OF PRODUCT.—*Continued.*

BRICK, TILE AND PORTLAND CEMENT WORKS.—TABLE No. 31.

Schedule No.	Number of persons employed.	Number of days in operation.	Amount paid in wages and salaries.	Gross value of product.	Employees' average annual earnings.	Employees' daily rate of pay.	Per cent. wages of gross value of product.	Per cent. cost of material, interest, insurance, taxes, etc., and profit.	Schedule No.
951	44	305	\$ 19,657	\$ 51,039	\$ c. 446 75	\$ c. 1 46	% 39	% 61	951
952	77	250	45,000	200,000	584 41	2 34	23	77	952
953	24	96	4,733	6,500	197 21	2 05	78	22	953
954	50	284	34,165	114,382	683 10	2 75	30	70	954
955	77	301	56,801	83,382	737 67	2 45	67	33	955
956	7	313	2,792	8,000	398 86	1 27	35	65	956
	3,005	Average 223	2,478,985	6,367,968	Average 824 95	Average 3 70	Average 39	Average 61	

MISCELLANEOUS INDUSTRIES.—TABLE No. 32.

957	39	323	24,749	81,614	634 59	1 97	31	69	957
958	40	365	8,798	50,000	219 95	60	18	82	958
959	60	309	29,750	250,000	495 83	1 61	12	88	959
960	88	200	73,126	23,760	830 97	4 15	33	67	960
961	37	300	21,691	36,346	586 24	1 95	60	40	961
962	23	218	11,315	12,445	491 96	2 26	94	6	962
963	7	305	4,778	18,576	682 28	2 24	26	74	963
964	24	300	13,746	36,385	572 75	1 91	38	62	964
	318	Average 290	187,953	509,126	Average 591 41	Average 2 04	Average 37	Average 63	

SUMMARY OF 32 TABLES.

60,874	Average 271	32,489,244	162,290,537	Average 533 71	Average 1 97	Average 20	Average 80
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AMERICAN FEDERATION OF LABOUR.

Mr. Frank Morrison, Secretary of the American Federation of Labour, in his thirty-fifth report, presented at the annual convention of that body, held at San Francisco, California, gives statistics for the past year. These figures are of interest to wage earners and others in Ontario, as showing the movements, changes of wages, hours of labour, benefits distributed, etc., by the international trades and labour unions of the United States and Canada.

Mr. Morrison says:

Charters.—Reports from the secretaries of 86 of our National and International organizations furnish us with the information that 1,791 charters have been issued during the past year and 1,421 lapsed and surrendered—1,367 of the charters lapsed and surrendered were locals of the National and International unions, and 54 affiliated direct with the American Federation of Labour.

Gain in Membership.—The gain in membership reported by the secretaries of 36 International organizations over the membership on the first of September last year is 38,509.

Strikes.—Reports from 70 National and International organizations and from local unions directly affiliated with the American Federation of Labour show that there were 1,004 strikes, in which there were 144,932 involved. Of that number 99,543 secured improved conditions. The total cost of the strikes reported on was \$3,418,831.72. Adding to that amount \$88,254.10 donations made by unions for financial assistance of other unions, we have a total of \$3,507,085.82 expended to sustain members on strike during the past year.

The following tables are from Mr. Morrison's report:

CHARTERS, GAIN IN MEMBERSHIP, AND STRIKES.

Organizations.	Charters issued.	Charters surrendered.	Gain in membership.	Strikes won.	Strikes com-promised.	Strikes pending.	Strikes lost.	Number involved.	Number benefited.	Gain in wages.	Reduction in hours per day.	Cost of strikes.	Donations to other unions.
A. F. of L. Locals.....	166	54	.....	8	10	5	3	4,837	3,587	.....	.....	\$ 9,147 12	\$ 1,520 68
Asbestos Workers.....	4	2	.....	4	.....	.....	.....	400	400	2½c per hour	.....	.....	.....
Bakers.....	17	22	.....	.....	.....	.....	.....	.....	.....	.....	1 hour	13,860 00	.....
Barbers.....	34	27	.....	.....	.....	.....	.....	344	344	.....	.....	973 00	.....
Bill Posters.....	2	1	30	.....	.....	1	.....	15	.....	.....	.....	500 00	.....
Blacksmiths.....	12	4	.....	1	.....	.....	.....	75	.....	.....	.....	5,100 00	.....
Boilermakers.....	14	15	359	1	1	3	2	1,048	13	.....	.....	73,743 00	173 46
Bookbinders.....	6	3	86	.....	.....	1	.....	.....	.....	.....	.....	.....	85 09
Boot and Shoe Workers.....	13	23	.....	3	.....	.....	.....	164	175	.....	.....	822 00	15,000 00
Brewery Workers.....	6	6	.....	11	7	8	2	3,726	.....	.....	.....	50,349 00	1,150 00
Brick, Tile & Terra Cotta Workers.....	11	6	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....
Broommakers.....	11	14	.....	3	.....	.....	1	80	30 5	10 per cent	.....	5,000 00	350 00
Brushmakers.....	2	1	34	.....	.....	2	1	35	.....	.....	.....	300 00	150 00
Carpenters, Brotherhood.....	162	222	.....	12	2	1	1	16,200	25,000	5c per hour	1 hour	196,545 00	2,620 00
Carriage and Wagon Workers.....	4	.....	250	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Carvers, Wood.....	.....	.....	.....	6	1	.....	1	24	18	.....	7 hrs. p'wk. ^a	1,001 34	.....
Cigarmakers.....	15	8	.....	3	1	8	3	925	581	.....	.....	.....	.....
Clerks, Retail.....	42	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cloth Hat and Cap Makers.....	.....	.....	.....	29	.....	2	9	600	.....	.....	.....	55,000 00	1,000 00
Commercial Telegraphers.....	1	.....	.....	.....	.....	1	1	200	.....	.....	.....	2,500 00	.....
Coopers.....	3	3	.....	3	.....	1	.....	140	120	2½c per hour	.....	2,100 00	280 00
Diamond Workers.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	175 00
Electrical Workers.....	64	25	2,760	11	3	3	2	3,760	2,080	25c per day	.....	.....	.....
Elevator Constructors.....	2	.....	130	1	.....	.....	.....	55	55	50c per day	.....	1,400 00	.....
Engineers, Steam.....	24	8	.....	6	.....	5	4	59	12	.....	.....	5,456 00	.....
Firemen, Stationary.....	23	5	.....	11	3	2	.....	864	778	.....	6 day week	5,211 00	2,000 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4 hrs. per dy. ^b	.....	.....
Foundry Employees.....	.....	2	.....	1	.....	.....	.....	180	180	10c per day	.....	.....	57 00
Fur Workers.....	18	2	1,000	8	.....	.....	.....	10,000	10,000	10 to 20% a day	4 per week	5,000 00	.....
Garment Workers, United.....	20	65	.....	5	.....	.....	2	700	.....	.....	.....	4,586 00	1,000 00
Garment Workers, Ladies.....	8	3	.....	6	2	2	.....	5,500	.....	.....	.....	.....	.....
Glass Bottle Blowers.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,460 00
Glass Workers, Amal.....	2	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Glass Workers, Flint.....	.....	11	.....	.....	.....	6	.....	589	.....	.....	.....	185,291 14	300 00
Glove Workers.....	1	1	.....	1	.....	1	1	1,930	250	.....	.....	11,439 14	.....

Printing Pressmen.....	12	4	6,000	1	.....	18	15	.....	942 50	.....
Pulp and Sulphite Workers.....	10	1	1,189	.....	.....	650	.....	.....	1,800 00	1,000 00
Quarry Workers.....	8	2	200	.....	.....	1,600	1,400	<i>f</i>	53,000 50	.....
Railroad Telegraphers.....	5	.....	2,000	.....	.....	.....	.....	.....	.....	.....
Railway Carmen.....	70	53	.....	1	.....	40	40	.....	65 30	.....
Railway Employees, Street.....	10	6	5,000	10	.....	20,980	20,885	1c to 4c hr. <i>j</i>	1,060 00	400 00
Railway Postal Clerks.....	18	.....	892	.....	.....	.....	.....	.....	.....	.....
Roofers, Composition.....	2	2	.....	.....	.....	.....	.....	.....	.....	50 00
Seamen.....	4	.....	.....	.....	.....	.....	.....	.....	2,775 60	.....
Signalmen, Railroad.....	8	1	.....	.....	.....	.....	.....	.....	.....	.....
Slate and Tile Roofers.....	4	4	.....	.....	.....	140	.....	.....	.....	.....
Slate Workers.....	1	2	.....	.....	.....	.....	.....	.....	.....	.....
Spinners.....	.....	50	.....	3	.....	150	150	.....	5,000 00	.....
Stage Employees, Theatrical.....	47	4	.....	60	10	550	400	.....	7,000 00	5,000 00
Steam Shovel and Dredgemen.....	7	.....	.....	.....	.....	.....	.....	.....	.....	50 00
Steel Plate Transferers.....	.....	.....	4	.....	.....	.....	.....	.....	.....	.....
Stereotypers and Electrotypers.....	2	.....	110	.....	.....	.....	.....	.....	.....	.....
Stonecutters.....	9	4	1,222	1	.....	100	100	25c a day	355 00	.....
Stove Mounters.....	4	3	25	2	.....	90	50	25 to 50c a day	925 00	200 00
Switchmen.....	1	5	.....	4	.....	.....	.....	.....	.....	.....
Tailors.....	12	5	.....	24	1	50	15	.....	6,400 00	.....
Teamsters.....	106	42	6,000	20	.....	3,600	3,600	30c a day	17,000 00	.....
Textile Workers.....	40	11	3,000	10	26	5,226	5,110	5 to 15 per cent	30,000 00	1,000 00
Tile Layers.....	4	2	.....	3	.....	250	210	<i>g</i>	1,000 00	3,000 00
Timber Workers.....	1	3	.....	.....	55 <i>h</i>	.....	.....	.....	4,000 00	.....
Tobacco Workers.....	.....	.....	165	.....	.....	.....	.....	.....	.....	1,000 00
Travellers' Goods and Leather Novelty Workers.....	5	4	.....	5	.....	300	300	\$2 per week $\frac{1}{2}$ & 1 hour	1,500 00	70 00
Tunnel and Subway Constructors.....	2	.....	.....	.....	.....	.....	.....	.....	500 00	.....
Typographical Union.....	17	14	1,034	3	6	295	85	.....	159,857 11	.....
Upholsterers.....	3	5	.....	7	5	225	200	15 per cent	2,351 00	.....
Weavers, Elastic Goring.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10 00
Weavers, American Wire.....	.....	.....	4	.....	.....	.....	.....	.....	.....	.....
Totals.....	1,791	1,421	38,509	552	115	218	119	144,932	99,543	\$3,418,831 72 \$88,254 10

a for 6 members; *b* jobs completed; *c* for 5,000 members; *d* 25c per day for 235 women members; 50c per day for 32 men; *e* 122 members gained 9-hour day, 57 members gained 8-hour day; *f* 1,100 gained from 16c to 25c per day, 250 advanced from average of 29c per hour to minimum of 34c and after 1 year 37½c per hour; *g* 15 per cent for tile layers, 20 per cent for helpers; *h* lockouts; *i* hours reduced from 12 to 8 per day for 1,214 and 6-day week for 2,060; *j* 11,000 benefited; *k* for 90 members; *l* lockout; *m* in strikes pending; *n* 26 demands won.

BENEFITS PAID TO MEMBERS BY AFFILIATED ORGANIZATIONS DURING
THE PAST YEAR.

Organizations.	Death benefits	Death benefits members' wives.	Sick benefits.	Travelling benefits.	Tool in- surance.	Unem- ployed benefits.
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
A. F. of L. Locals	2,820 75	40 00	1,380 53	871 70	3 00	1,342 13
Bakers	4,389 95	1,425 00	53,605 00			
Barbers	29,625 00		58,298 29			
Billposters						300 00
Boilermakers	8,100 00					
Bookbinders	7,575 00					
Boot and Shoe Workers..	16,325 00		91,212 34			
Brick, Tile & Terra Cotta Workers.....	300 00					
Broommakers	700 00		500 00			
Carpenters, Brotherhood..	324,000 00	45,000 00				
Carriage & Wagon Workers	575 00					
Carvers, Wood.....	1,400 00				139 85	
Cigarmakers	283,961 26	5,960 00	210,000 00	56,000 00		100,000 00
Clerks, Retail	11,035 00		17,270 50			
Cloth Hat and Cap Makers.	2,823 00					7,099 00
Commercial Telegraphers						500 00
Coopers.....	5,400 00		200 00	1,000 00		
Cutting Die and Cutter Makers.....	400 00					
Diamond Workers.....	2,950 00		2,589 00			10,932 50
Firemen, Stationary	8,000 00	2,000 00				
Foundry Employees.....	150 00		435 00			
Fur Workers	400 00					
Glass Bottle Blowers....	69,411 15			9,000 00		55,000 00
Glass Workers, Amalg'm'd	150 00					
Glove Workers	100 00					
Granite Cutters.....	29,713 60					
Grinders, Pocket Knife Blade.....			126 00			
Hatters.....	36,014 25					1,200 00
Hodcarriers.....	9,000 00					
Hotel and Rest. Emp.....	65,145 97		95,621 55			
Iron and Steel Workers ..	7,900 00	1,550 00	16,440 00			
Lace Operatives	3,326 75					
Lathers	6,683 00					
Laundry Workers	700 00					115 00
Leather Workers on H. G.	1,640 00		2,135 00			
Lithographers.....	8,420 00					
Machine Printers and Color Mixers.....	2,400 00					
Machinists	60,805 68					
Meat Cutters and But.Wk.	2,500 00					120 00
Metal Polishers	5,151 00		6,000 00			2,000 00
Metal Workers, Sheet ...	10,700 00					
Miners, Western Fed....	29,700 00		59,500 00			10,500 00
Moulders, Iron	79,063 40		144,338 00			46,960 00
Painters.....	108,882 50	13,075 00	30,800 00			
Papermakers	3,000 00					
Patternmakers	6,700 00		8,034 81		1,965 43	15,789 50
Paving Cutters.....	2,800 00			1,275 00		
Photo-Engravers	3,900 00		10,933 71			
Piano and Organ Workers	2,100 00	800 00	1,500 00			1,250 00
Plasterers	35,600 00					
Plumbers and Steamfitters	21,200 00		68,903 00			
Post Office Clerks			1,400 00			
Potters, Operative	10,575 00					
Print Cutters.....	500 00					

BENEFITS PAID TO MEMBERS BY AFFILIATED ORGANIZATIONS DURING
THE PAST YEAR.—*Concluded.*

Organizations.— <i>Concluded</i>	Death benefits.	Death benefits members' wives.	Sick benefits.	Travelling benefits.	Tool insurance.	Unem- ployed benefits.
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
Printing Pressmen	12,231 50					
Pulp and Sulphite Workers	250 00	200 00	375 00			
Quarry Workers	1,372 00					
Railroad Telegraphers...	100,650 00					
Railway Employees, Street	310,866 34		56,877 62			
Roofers, Composition.....	1,600 00					
Seamen.....	*15,578 17					
Slate and Tile Roofers ..	800 00					
Slate Workers	900 00	100 00		200 00		
Stage Employees, Thea- trical						2,000 00
Steam Shovel & Dredgemen	300 00					
Steel Plate Transferers ..						40 00
Stereotypers & Electrotrs	5,200 00					
Stonecutters	10,065 00					
Stove Mounters	1,100 00					
Switchmen.....	119,399 20					
Tailors	12,848 70		21,180 90			
Textile Workers	3,000 00					
Tobacco Workers.....	1,450 00		6,248 00			
Travellers' Goods & Lea. Novelty Workers	400 00					
Tunnel and Subway Con..	2,880 00			2,000 00	12 50	
Typographical Union.....	† 254,715 93					
Weavers, Elastic Goring .	200 00					854 16
Weavers, American Wire	200 00		68 00			
Totals	2,190,718 55	70,150 00	965,971 75	70,346 70	2,120 78	256,002 29

* Including sick benefits, \$5,300.00; shipwreck benefits, \$10,183.50.
† Maintenance Union Printers' Home, \$107,662.02; Old Age Pension, \$302,651.55.

AVERAGE PAID UP MEMBERSHIP.

Year.	Membership.
1897	264,825
1898	278,016
1899	349,422
1900	548,321
1901	787,537
1902	1,024,399
1903	1,465,800
1904	1,676,200
1905	1,494,300
1906	1,454,200
1907	1,538,970
1908	1,586,885
1909	1,482,872
1910	1,562,112
1911	1,761,835
1912	1,770,145
1913	1,996,004
1914	2,020,671
1915	1,946,347

CHANGES OF WAGES AND HOURS.

Early closing rules which went into effect under Provincial liquor law changes had the effect of reducing the number of hours worked per day by bartenders in Ontario.

At Hamilton, cigarmakers had the limit of piece work raised from 1,000 per week to 1,350 on November 1, which meant a difference of \$5 per week in wages.

Civic employees at Port Arthur had their salaries reduced.

Corporation labourers at Owen Sound were given an increase in wages from \$1.75 to \$2 a day.

Employees (500) of the Massey-Harris Company at Brantford accepted a reduction of 10 per cent. of all wages and prices paid before the factory was shut down.

Employees of the Police Department at Hamilton had their salaries increased by \$100 per annum.

Employees (100) of a firm engaged in manufacturing builders' supplies at Brantford suffered a reduction of 15 per cent. in wages.

Employees of an automobile factory at Toronto received an increase in wages of 5 cents per hour.

Employees (20) of a carpet and upholstering firm at Ottawa had their wages reduced 10 per cent.

Female employees (100) of the Bell Telephone Company at Ottawa, who had previously been laid off two days without pay in each month, had the time reduced to one day each month, which resulted in an increase in earnings.

Labourers (300) at Ottawa employed on civic sewers were reduced from nine to seven hours per day, which meant a decrease in earnings of \$3 per week.

Machinists, moulders, blacksmiths, woodworkers, sheet metal workers, painters and labourers at Brantford in the employ of a firm manufacturing gasoline engines and windmills, had their wages reduced according to amount earned from one cent per hour upwards.

Planing mill employees at Ottawa to the number of 180 had their working time reduced, in one case from ten hours to eight and in another from nine hours to seven, with a corresponding decrease in earnings.

Bricklayers in the employ of a contractor at Berlin had their wages reduced from 50 cents to 45 cents per hour. Only a few employees accepted the reduction, the others finding work with other contractors.

Labourers employed by a paving company at Peterborough were granted a shorter working day and an increase in wages, the new arrangement giving them 20 cents per hour for a nine-hour day instead of 17½ cents per hour for a ten-hour day as formerly.

CO-OPERATIVE SOCIETIES.

The following statistics, etc., are taken from the "Canadian Co Operator."

BRITISH GOVERNMENT REGULATES PRICES.

Speaking in the British House of Commons recently, Mr. Runciman, the President of the Board of Trade, a department of State, described the steps taken to prevent undue rises in the prices of commodities. He informed Parliament the prices agreed upon by the Government Committee were "checked by reference to those retailers not trading for profit, like the Co-Operative Societies."

SOCIETIES IN AFFILIATION.

Ontario.

The Guelph Co-operative Association, Limited, Guelph.
The Civic Service Co-operative Supply Association, Ottawa.
The Consumers' Co-operative Society, Limited, London.
The Brockville Co-operative Society, Limited, Brockville.
The Peterborough Co-operative Society, Limited, Peterborough.
The Galt Co-operative Society, Limited, Galt.
The Industrial Co-operative Society of Hamilton, Limited, Hamilton.

Quebec.

L'Avenir de Magog, Société Co-operative, Magog.
The Industrial Co-operative Society of Valleyfield, Limited, Valleyfield.

Nova Scotia.

The British-Canadian Co-operative Society, Limited, Sydney Mines.
The Workmen's Store Co., Limited, Dominion.
The Glace Bay Co-operative Society, Limited, Glace Bay.
The Workmen's Co-operative Society, Limited, Sydney.

British Columbia.

The New Westminster Co-operative Association, Ltd., New Westminster.
The Merritt and District Industrial Co-operative Society, Ltd., Merritt.
Workman's Co-operative Association, Limited, Nanaimo.

Alberta.

The Western Canadian Co-operative Trading Co., Limited, Coleman.
The Eckville and Gilby Co-operative Society, Limited, Eckville.
The St. Paul des Metis Farmers' Co-operative Society, Ltd.

Manitoba.

The Winnipeg Co-operative Society, Limited, Winnipeg.
Regent Co-operative Exchange, Ltd., Regent.

Saskatchewan.

The Pioneer Co-operative Society, Merid.

Objects of the Union.

(1) The recognition, by affiliation with the Union, of all bona fide Co-operative Associations in the Dominion of Canada, in order that the public may be able to distinguish the same from institutions which are now or may hereafter be organized with a Co-operative title for purposes of personal or private advantage or profit. (2) The propagation in the Dominion of Co-operative principles, to the end that the practice of truthfulness, justice and economy may be secured by the abolition of false dealing, either (a) Direct, by representing any article produced or sold to be other than what it is known to the producer or vendor to be; or (b) Indirect, by concealing from the purchaser any fact known to the vendor material to be known by the purchaser to enable him to judge of the value of the article purchased. (3) Conciliating the conflicting interests of the capitalist, the worker and the purchaser, through the equitable division among them of the fund commonly known as profit. (4) Preventing the waste of labor now caused by unregulated competition. (5) Cultivating a spirit of mutual service by self-abnegation expressed in the Co-operative motto: "Each for all, and all for each," and to promote, by the same means, moral, educative and refining enterprises designed for the improvement of the people generally.

CANADIAN CO-OPERATIVE STATISTICS FOR 1914

Name of Society	Years Established	Number of Members	Share Capital	Loan Capital	Reserve Fund	Value of Stock	Other Assets	No. of Employ- ees at Dec. 31	Salaries and Wages	Sales for the Year	Increase	Decrease	Rate of Interest Paid	Rate of Pch'e Dividend paid	Net Profits	Total Purchase Dividend Declared	Lines of Merchandise Handled	
DOMINION, N.S. The Workmen's Store, Ltd.	12	388	\$ c. 20,507 30	\$ c.	\$ c. 11,218 16	\$ c. 38,234 82	\$ c. 12,000 00	18	\$ c. 10,762 79	\$ c. 153,197 44	\$ c.	\$ c. 36,297 71	p.c. 6 6	p.c. 6 6	\$ c. 7,297 40	\$ c. 9,000 00	Groceries, meat, dry goods, boots and shoes	
GUELPH, ONT. Co-operative Ass'n. Ltd.	11	672	5,473 00	17,398 71	5,500 00	16,876 75	30,354 21	22	D8,549 25 P3,120 00	123,622 41	.....	970 10	5 2	.....	3,725 64	1,690 17	General dealers
VALLEYFIELD, P.Q. Industrial Co-op. Soc'y Ltd.	12	180	7,789 40	286 33	1,011 34	8,856 88	1,165 01	5	2,872 31	60,559 03	2,119 24	.....	.....	.....	1,041 24	3,436 17	Groceries, provisions, boots and shoes, pa- tent medicines
OTTAWA, ONT. Civil Service Co-op. Supply Ass'n. Ltd.	4	700	3,700 00	.....	1,652 32	7,837 47	10,255 92	14	6,337 06	69,447 92	14,855 92	.....	5	.....	1,122 23	.....	Groceries, provisions, fresh meats
SYDNEY MINES, N.S. Brit.-Can. Co-op. Soc., Ltd.	9	717	30,757 06	12,043 23	7,500 00	32,532 96	1,835 67	.....	16,349 73	270,816 08	73,903 90	.....	5	12	33,957 17	32,940 33	Groceries, meats, dry goods, boots & shoes, hardware, flour, feeds
BROCKVILLE, ONT. Co-operative Soc., Ltd.	11	148	1,585 00	574 00	340 00	2,126 75	2,579 63	3	1,732 39	19,243 53	.....	368 00	5 2	.....	741 16	50 00	Groceries, fruit and provisions
PETERBOROUGH, ONT. Co-operative Society, Ltd.	23	295	2,601 00	.....	.....	.....	.....	3	1,453 25	14,427 60	.....	3,865 18	5 2	.....	.....	53 61	Groceries and hardware
GLACE BAY, N.S. Co-operative Society, Ltd.	9	799	16,814 32	21,119 26	5,223 97	38,972 40	37,984 37	25	16,186 33	180,049 77	.....	28,386 89	5 5	5	8,680 97	7,122 05	Groceries, dry goods, meat, hardware, etc.
GALT, ONT. Co-operative Society, Ltd.	1	320	2,032 50	300 00	724 28	2,448 91	20 00	5	2,686 95	33,769 67	.....	.....	.....	.....	1 103 13	.....	Groceries, coal and wood
NANAIMO, B.C. Workm's Co-op. Ass'n. Ltd.	3	1000	11,073 53	.....	2,907 56	25,176 51	19,353 09	21	9,777 45	128,194 43	61,564 56	.....	5 8 8	.....	3,893 13	8,397 33	Groceries, hardware, boots and shoes, dry goods, provisions, etc
ST. PAUL DE METIS, ALTA. Farmers' Co-op. Ass'n. Ltd.	1	111	1,260 00	1,160 60	.....	1,630 07	.....	2	370 00	7,053 05	.....	.....	6	13.40	574 48	541 28	Groceries, etc.
REGENT, MAN. Co-op. Exchange, Ltd.	10	52	140 00	.....	50 00	92 45	77 20	1	125 00	4,957 55	.....	.....	7	3 1/2	275 30	140 00	Coal, wood, flour & feed, seed grains, twine, fruit and groceries
MERRITT, B.C. Merritt and Dist. Indus Co-op. Soc., Ltd	4 1/2	110	2,379 45	1,700 00	.....	2,532 61	.....	3	3,248 00	29,748 63	.....	.....	5	.....	2,014 52	.....	Groceries
SYDNEY, N.S. Workmen's Co-op. Soc. Ltd.	4	318	5,612 00	.....	91 00	4,548 00	13,400 00	6	4,160 00	37,524 00	.....	.....	6	.....	loss	.....	.....
.....	3810	111,724 56	54,582 13	36,218 63	181,866 58	129,022 10	128	87,830 51	1,133,081 11	132,173 62	29,887 88	3,490 48	63,880 96

NOTES—Blanks indicate either that there are no figures, or that the information has not been supplied. Sydney, N.S. reports decrease of trade, but does not state amount. The first Guelph item under heading "Salaries and Wages Paid" represents "distributive", and the second "productive".

MEMBERS.

As a membership it will be seen from the following figures that the set-back has been trifling:

1909	1,595
1910	2,505
1911	3,788
1912	5,000
1913	5,822
1914	5,810

While there has been a falling off in membership of twelve only, the reduction in the volume of trade has been much more serious. This, no doubt, indicates a considerable reduction in purchasing power through unemployment, short time, or reduction of wages. The comparative figures are as follows:

TRADE DONE.

1909	\$347,064 34
1910	540,311 16
1911	789,291 18
1912	1,194,064 89
1913	1,424,984 91
1914	1,133,081 11

As to dividends on purchases the figures are slightly better than those of the previous year, although not up to the 1912 standard. They are as follows:

DIVIDENDS ON PURCHASES.

1909	\$22,828 18
1910	28,235 08
1911	47,338 65
1912	67,256 18
1913	63,442 25
1914	63,880 96

SHARE CAPITAL.

There is a reduction in the share capital compared with the previous year from \$114,265.39 to \$111,724.56, as also in the net profits from \$78,398.58 to \$73,490.48. Considering the substantial deduction in volume of business, the small diminution of net profit would indicate a greater average margin on the goods handled, or the effecting of considerable economies in administration. The loan capital has increased from \$51,786.36 to \$54,582.13; the reserve funds have declined from \$42,498.15 to \$36,218.63, and the stocks of merchandise from \$205,300.11 to \$181,866.58; other assets from \$183,220.04 to \$129,022.10.

THE LAWS RELATING TO LABOUR—CHRONOLOGY OF ONTARIO LABOUR LAWS.

Apprentices' and Minors' Act. Passed, 1871. Amended, 1874. Cap. 161, R.S.O. 1897, 1911.

Mechanics' and Wage-earners' Liens. Passed, 1873. Amended, 1874, 1878, 1882, 1884, 1887, 1890, 1896, 1897. Cap. 153, R.S.O., 1897, 1901, 1902, 1904. Consolidated and amended, 1910. Previous Act repealed.

Master and Servant Act. Passed, 1873. Amended, 1886. Cap. 157, R.S.O. 1897, 1901, 1904, 1908. Consolidated and amended 1910. Previous Act repealed.

Immigration Aid Societies Act. Passed, 1873. Cap. 212, R.S.O., 1897, 1901, repealed 1905.

Act to Facilitate the Adjustment of Disputes between Masters and Workmen. Passed, 1873. Cap. 159, R.S.O., 1897.

Act Respecting Innkeepers. Passed, 1874. Amended, 1882. Cap. 187, R.S.O., 1897, 1904, 1907.

Act Respecting Public Meetings, Cap. 230, R.S.O., 1897.

Act Respecting Threshing Machines. Passed, 1874. Cap. 265, R.S.O., 1897.

Act Respecting Co-operative Associations. Passed, 1880. Amended, 1884. Cap. 202, R.S.O., 1897, 1904, 1905, repealed 1907 (see Companies' Act).

Act Respecting Safety of Railway Employees. Passed, 1881. Cap. 207, R.S.O., 1897.

Act Respecting Accidents to Employees on Railways. Passed, 1881. Cap. 266, R.S.O., 1897.

Bureau of Industries. Established, 1882.

Act Respecting Pawnbrokers. Passed, 1884. Cap. 188, R.S.O., 1897, 1907. Consolidated, 1911. Old Act repealed.

Factories Act. Passed, 1884. Amended, 1887, 1889, 1895. Cap. 246, R.S.O., 1897. Further amended, 1901, 1902, 1903, 1904, 1905, 1908, 1911, 1914.

Act Respecting Wages. Passed, 1888. Cap. 156, R.S.O., 1897, 1899. Consolidated and amended 1910. Previous Act repealed.

Workmen's Compensation for Injuries Act. Passed, 1886. Amended, 1887, 1893, 1896, 1899. Cap. 166, R.S.O., 1897. New Act, repealing this 1914. Amended 1915.

Lord's Day Observance Act. Passed, 1885. Cap. 246, R.S.O., 1897, 1903, 1904.

Shops Regulation Act. Passed, 1888. Amended, 1889-1897. Cap. 257, R.S.O., 1897. Further amended, 1900, 1901, 1903, 1904, 1908.

Egress from Public Buildings Act. Passed, 1888. Cap. 263, R.S.O., 1897.

Trades Disputes Act. Passed, 1890. Amended, 1894, 1897. Cap. 158, R.S.O., 1897. Further amended, 1902. Consolidated and amended, 1910. Previous Act repealed.

Woodmen's Lien Act. Passed, 1891. Amended, 1894, 1896, 1897, 1899. Cap. 154, R.S.O., 1897, 1903. Consolidated and amended, 1910. Previous Act repealed.

Act Respecting Stationary Engineers. Passed, 1891. Cap. 185, R.S.O., 1897, 1906, 1907, 1908, 1909. Consolidated and amended, 1911. Previous Act repealed 1914.

Miners Act. Passed, 1892. Cap. 36, R.S.O., 1897, 1905, repealed, 1906.

Matters under Municipal Act. 1892, 1893, 1894, 1895, 1898. Cap. 223, R.S.O., 1897, 1904, 1905, 1906.

Insurance by Trade Unions. Passed, 1892. Amended, 1897. Cap. 203, R.S.O., 1897.

Act Respecting School for Artisans. Passed, 1892. Amended, 1895. Cap. 223, R.S.O., 1897.

Act Respecting Truancy and Compulsory School Attendance. R.S.O., Cap. 196, 1897. Amended, 1904. New revised Act repealing this, 1909.

Act Respecting Lien for Wages on Street Railways. Passed, 1895. Cap. 208, R.S.O., 1897, 1906. (See Railway Act.)

Labour on Public Works. Passed, 1896. Amended, 1897. Cap. 155, R.S.O., 1897, 1900. Consolidated and Amended, 1910. Previous Act repealed.

Act Respecting Liability of Directors' Companies for Wages. Passed, 1896. Sec. 85, Cap. 191, R.S.O. 1897. Repealed 1907. (See Companies' Act.)

Act Respecting Liability of Mining Companies for Wages. Passed, 1896. Cap. 197, R.S.O., 1897, 1906. (See Mines Act.)

Act Respecting Technical Schools. Passed, 1897. Amended, 1911. Previous Act repealed.

Act Respecting Immigration of Children. Passed, 1897. Cap. 262, R.S.O., 1897.

Resolution Respecting Fair Wages on Public Works. Passed, 1900.

Act Creating Bureau of Labor. Passed, 1900. Revised, 1910. (See below.)

Act Respecting Mines. Passed, 1906, 1908, 1909, 1911, 1912, 1914.

Act Respecting Steam, Electric and Street Railways. Passed, 1906.

Act for Appointment of Railway and Municipal Board. (Trade Disputes provisions.) Passed, 1906. Amended, 1907.

Act Respecting Joint Stock and Other Companies. Passed, 1907, 1912.

Act Respecting the Manufacture and Sale of Bread. Passed, 1908.

Stenographic Reporters' Act. Consolidated, 1911. Old Act repealed.

Building Trades Protection Act. Passed, 1911.

Act Respecting Compulsory School Attendance of Adolescents, 1912.

The Mining Amendment Act, 1912, with respect to hours underground.

Employment Agencies Act, 1914.

AN ACT RESPECTING THE BUREAU OF LABOUR.

S. O. 1910, CAP. 13. *Assented to 7th March, 1910.*

His Majesty, by and with the advice and consent of the Legislative Assembly of the Province of Ontario, enacts as follows:

1. This Act may be cited as the Bureau of Labour Act.

2. There shall be attached to the Department of the Commissioner of Public Works a bureau, to be styled "The Bureau of Labour."

3. The Lieutenant-Governor may appoint a Secretary of the said Bureau and may also appoint such other officers as may be necessary for the proper conduct of the Bureau.

4. It shall be the duty of the Bureau to collect, assort and systematize and publish information and statistics relating to employment, wages and hours of labour throughout the Province—co-operation, strikes, lock-outs or other labour difficulties, trades unions, labour organizations, the relations between labour and capital, and other subjects of interest to working men, with such information relating to the commercial, industrial, and sanitary condition of working men, and the permanent prosperity of the industries of the Province, as the Bureau may be able to gather.

5. Chapter 14 of the Acts passed in the sixty-third year of Her Late Majesty's reign is repealed.

DOMINION LEGISLATION AFFECTING LABOUR.

AMENDMENT TO DOMINION ELECTIONS ACT.

The Dominion Elections Act is amended by the addition of an important section, which states that every employer shall, on polling day, give to every voter in his employ at least one additional hour for voting other than the noon hour, and shall make no deduction in the pay of such employee by reason of absence during such hour. The section is to apply as well to railway companies and to the Government railways and their employees, with the exception of employees engaged in the running of trains and to whom such time cannot be given without interfering with the manning of the trains.

ONTARIO.

WORKMEN'S COMPENSATION ACT.

A number of amendments are made in the Workmen's Compensation Act. That part of the original measure dealing with compensation for accidents occurring outside of Ontario is amended by the addition of a section providing that compensation payable in respect of an accident happening elsewhere than in Ontario shall, except where the employer has fully contributed to the accident fund in respect of all the wages of workmen in his employ who are engaged in the business or work in which the accident happens, be paid by the employer individually, and the business or work carried on elsewhere than in Ontario by an employer who has not so contributed to the accident fund shall be deemed to be in Schedule 2 (which covers the industries the employers in which are individually liable to pay the compensation). Section 8 of the Act, which makes provision for the payment of compensation to persons not resident in Ontario in cases where the laws of the province in which he resides provide for compensation, is changed by amending subsection 2 of section 8 by changing the words "make such allowance" to "award such compensation or sum" in lieu of compensation, and by the addition of the words "or order it to be paid by the employer as the case may be." Section 9 of the Act, which gives power to a workman injured under circumstances which entitle him or his dependants to an action against some person other than his employer to claim compensation or bring such action, is amended by the addition of a subsection which makes it clear that no right of action exists under this section as between persons in Schedule 1 of the Act (industries the employees in which are liable to contribute to the accident fund). In cases, however, where it appears to the satisfaction of the Board that a workman of an employer in any class in Schedule 1 is injured or killed owing to the negligence of an employer or workman of an employer in another class in the schedule, the Board may direct that the compensation awarded in any such cases shall be charged against the class to which such last mentioned employer belongs. Section 10 of the Act, which fixes the liability of principal and contractor respectively, is changed by repealing some of the subsections and by the substitution of others, the effect of which is to render the principal liable, not only for compensation, but to make it the duty of the principal to see that any sum which the contractor or any sub-contractor is liable to contribute to the accident fund is paid, and in the event of failure on the part of the principal to see that this is done, to render him personally liable to pay it to the Board; the Board to have the same powers for enforcing payment as it possesses in respect of assessments. Changes are also made in the wording of

the sections to provide for the substitution of the principal for employer where necessary. Sections 11 and 12 of the Act, which deal with the payment of compensation to an employer or to a member of the family of an employer when carried on the pay-roll of the employer under certain conditions, is amended by extending the provisions to include the dependants of the employer or of such members of the family. Section 15 of the Act, which provides that the provisions of Part I of the Act are in lieu of rights of action against an employer, is amended by the addition of a section which provides that any party to an action may apply to the Board for adjudication and determination of the plaintiff's right to bring an action, the decision of the Board to be final and conclusive. Subsection 2 of section 17 of the Act, which permits an employer and workman or dependant to make an arrangement in regard to payment for compensation for injuries where approved by the Board in cases of temporary disability lasting for less than four weeks, is amended by adding to the provision that the Board may on application of the workman or dependant set aside such an agreement, a clause which gives the Board power to set aside such an agreement on its own motion. Subsection 2 of section 22, providing for a certificate by a medical referee in regard to the condition of a workman and his fitness for employment, is amended by the addition of a clause which states that the medical examiner in cases where a workman is found unfit for employment must state the cause of such unfitness. Following Section 22 an additional section is added to the Act which provides that where in any case in the opinion of the Board, it will be in the interest of the accident fund to provide a special surgical operation or other special medical treatment for a workman, and the furnishing of the same by the Board is, in the opinion of the Board, the only means of avoiding heavy payment for permanent disability, the expense of such operation or treatment may be paid out of the accident fund. Section 28 of the Act, providing for payment over to the Board of a lump sum by an employer in certain cases to meet weekly or periodical payment "payable to a workman during his life or to his widow during her widowhood," is amended by striking out the clause quoted and leaving the reference simply to payments which are payable "by the employer." Section 29 of the Act, which provides that the Board may require an employer who is individually liable to pay compensation to insure his workmen and gives the Board power to insure workmen in case of default by the employer and collect the expense from the employer, is amended by stipulating that the expense may be recovered "in the same way as payment of assessments may be enforced."

CHANGES IN COMPENSATION.

Section 33 of the Act, which sets out the scale of compensation to be paid, is amended by the repeal of the section which makes provision for the payment to dependants (when parents) of a workman who was under the age of 21 years of a monthly payment of \$20 until the time at which the workman would have attained the age of 21 years, and by providing in the general provision relating to the payment of compensation in cases where the dependants are persons other than a widow, an invalid husband or children, that compensation to parents shall not exceed \$20 per month. The amending Act also reduces the total amount which may be paid to dependants other than a widow, invalid husband or children from \$40 to \$30 per month. In subsection 5 of section 33 of the Act a clause is inserted to make it clear that the compensation provided by the section is exclusive of the expenses of burial of the workman. Section 36 of the Act, providing that

the Board may in the case of a workman leaving no dependants pay a reasonable sum for medical attendance, is amended by extending the provision to include "nursing, care and maintenance." Section 41 of the Act, providing for the computation of average earnings, is amended by the addition of a subsection which gives the Board power to award compensation on the basis of the earnings of the workman at the time of the accident. Section 43, which gives power to the Board to make payments of compensation fortnightly or weekly instead of monthly, is amended by striking out the provision that this may be done "where the compensation is payable out of the accident fund," and by adding the words "or where the workman or dependant is not a resident of Ontario or ceases to reside therein may otherwise fix the periods of payment or commute the compensation as the Board may deem proper." Section 78 of the Act is amended by providing that statements of wages earned may be required by the Board at any time the Board may direct as well as yearly, and by providing that such statement shall also give particulars not only in regard to the wages earned by employees during the year and an estimate of wages likely to be expended during the current year, but also in regard to any part thereof which may be specified by the Board. Section 79, which gives power to the Board to examine with all the powers of a commissioner appointed under the Public Inquiries Act, is amended by giving the Board power also to examine for the purpose of ascertaining whether any industry or person is under the operation of Part I, and whether in Schedule 1 or Schedule 2. A subsection is also added which authorizes officers of the Board to take declarations and affidavits in conducting inquiries.

LEVYING OF ASSESSMENTS.

Subsection 3 of section 84, providing for a special assessment on employers in order to bring up the amount of the special reserve to the estimated expenditure of the Board for the current year, is repealed. Subsection 1 of section 85 is amended by changes in the method of levying assessments. In the old section the Board was given power to levy and assess "a sum sufficient to pay the compensation which was paid in the next preceding calendar year" . . . in respect of injuries to workmen. The amended section uses the words, "such percentage of pay-roll or such other rate or such specific sum as allowing for any surplus or deficit in the class, it shall deem sufficient to pay the compensation during the current year" in respect of injuries to workmen. The Board is also given power to levy the assessments on an estimate of the pay-roll, such estimate afterwards to be adjusted when the actual pay-roll becomes known. The Board may also divide the payment of assessments into instalments. Section 86 of the original measure, providing for the fixing of the rate of assessment, is amended by changing the words "proportion or part of the sum for which a class is assessed" in subsection 1 to "percentage, rate or sum for which each employer is assessed," and by making changes necessary in the wording of the section to cover the provision for payment in instalments. Subsection 2 is amended by providing that notices to employers may be sent by post, instead of by "registered" post as in the old subsection. A further sub-section is added providing that wherever it appears that a statement or estimate of pay-roll upon which an assessment is based is too low, the employer shall upon demand pay to the Board such sum to be fixed by the Board as shall be sufficient to bring the payment of assessment up to the proper amount; payment of any such to be enforced in the same manner as the payment of assessments. Some changes are made in Sections 87 and 88 which have to do with the powers of the Board in making up the deficiency which may be caused by the failure of

employers to pay assessments or other causes, the effect of which is to increase the range of matters to be taken into consideration in arriving at a decision in regard to supplementary assessments. Provision is also made for the creation of a special fund where the Board considers it necessary to meet the loss arising from any disaster or other circumstances which in the opinion of the Board would unfairly burden the employers in any class. That part of the Act which provides for the levying of a percentage of any amount in default as a penalty for non-payment is amended by adding a section which provides for additional liability in the case of an employer who refuses or neglects to make or transmit any pay-roll, return or other statement required, or refuses to pay assessments. Such employer is liable to pay the Board the full amount or capitalized value as determined by the Board, of the compensation payable in respect of any accident to a workman in his employ which happens during the period of such default. -The Board may, however, relieve such employer from liability when satisfied that such default is excusable.

OTHER CHANGES.

A section is added to that part of the measure which makes it the duty of the owner of any building or construction to which the Mechanics' Lien and Wage Earners' Lien Act applies, to see that the employer contributes to the accident fund created under the Workmen's Compensation Act which gives priority to assessments and compensation in the distribution of assets of any establishment or estate which may come under the Assignments and Preferences Act, the Trustee Act, and the Ontario Companies' Act, the sum to rank for priority on such assets to be taken to be the amount of the lump sum for which periodical payments may be commuted. Priority, however, in respect of any individual claim for compensation is not to exceed \$500. Section 99 has to do with the procedure to be followed by employers in giving the Board notice of accidents is changed by providing that notice may be given "in writing" instead of "by registered post" as formerly, and providing for the furnishing of additional information when required by the Board. That part of the Act which has to do with the formation of associations for accident prevention is amended by the addition of sections which provide that the Board may make a grant towards the expenses of such associations and that such grants may be charged against the class represented by the association and levied as part of the assessment against such class. "Class" in this connection is defined to include sub-class or such parts or numbers of a class in Schedule 1 as may be approved by the Board. Section 105 of Part 2 of the Act, which provides that, subject to certain sections in Part 1, Part 2 of the Act shall apply to industries not covered by Part 1, is amended by the addition of a clause which provides that out-workers and persons engaged in clerical work and not exposed to the hazards of the work carried on in the employment, and persons whose employment is of a casual nature and who are employed in industries under the operation of Part 1, but who are excluded from the benefits of Part 1, are not to be excluded from the right to recover damages in a legal action as provided for in Part 2 of the Act. Section 25 of the Act, which provides for the payment of compensation in a lump sum, is amended by the addition of a section which gives the Board power to advance to a workman or dependant such lump sum as the Board may determine. Schedule 2 of the Act is amended by adding to Section 6 providing for the inclusion in Part 2 of vessels, etc., the words "and all other navigation, towing, operation of vessels and marine wrecking," and Schedule 1 is amended by the removal from the list of industries, of Class 43, navigation. The amending Act, with the exception of a few sections, is deemed to have had and to have effect from the commencement of the Workmen's Compensation Act.

WORKMEN'S COMPENSATION INSURANCE ACT.

"An Act for the Better Protection of Workmen Having Certain Claims for Compensation Against Their Employers" provided that where an employer is insured against his liability for damages to a workman, the insurance shall be deemed to be for the benefit of the workman, and where a workman suffers injuries for which he is entitled to recover damages from his employer, the insurer shall not, without the consent of the workman, pay to the employer the amount due the insurance unless the claim of the workman has been satisfied. The workman is given the right to recover from the insurer the amount of damages and costs to the extent to which the employer is entitled to recover the same from the insurer. The Act does not apply to workmen entitled to compensation under Part 1 of the Workmen's Compensation Act.

MANITOBA

BUREAU OF LABOUR.

The Bureau of Labour Act makes provision for the attaching to the Department of Public Works of a bureau to be styled "The Bureau of Labour."

FACTORIES ACT.

An Act to amend "The Manitoba Factories Act" makes a number of changes in the original measure. A clause is added to the section dealing with definitions stating that the expression "Boy" means a boy of the age of fourteen years or upwards and under the age of seventeen years. That section of the old measure which deals with hours of employment of young girls and women is amended by making the section apply as well to boys. The provisions respecting employees is amended by the addition of a section which provides that where in a factory an accident takes place, as the result of which any person is injured and death follows within thirty days from the date of and as a result of the said accident, written notice of the death shall be sent to the inspector within twenty-four hours after the said death, and if such notice is not so sent the employer shall be liable to a fine not exceeding \$30.

STATIONARY ENGINEERS.

An Act respecting Stationary Engineers provides general regulations for the examination and granting of certificates to stationary engineers. The Act applies to "steam plants" which term is defined to mean and include a steam boiler, a boiler and steam engine and every part thereof and things connected therewith. The provisions of the Act do not apply to the operation of any steam heating plants operating at a pressure of 15 pounds or under, nor to the operation of a locomotive engine or a steamboat or steamship engine. Traction and threshing engines used for farm purposes only are also exempted. Provision is made for the appointment of a Board of Examiners consisting of competent and independent engineers practically conversant with the construction of boilers and the operation of steam plants, who shall prescribe the subjects in which candidates for certificates of qualification as stationary engineers shall be examined, and conduct or provide for and supervise the examination of candidates. The Government may make regulations in regard to examinations and certificates and the evidence to be furnished by candidates as to previous training, experience or sobriety or good character, the fixing of fees, cancellation of certificates, etc. No person is eligible for examination unless he is a British subject or has resided in Canada for at least one year.

BRITISH COLUMBIA.

FAIR WAGES.

The Municipal Act, which repeals other similar measures and consolidates the law on the subject, continues the section which existed in the old Acts providing that all municipal contracts shall contain provisions whereby the workmen, mechanics, artisans and labourers employed on municipal works shall be entitled to such wages and remuneration as are generally accepted as current in each trade for competent workmen in the municipality, and whereby all contractors and sub-contractors shall be bound to pay such wages. The Act also defines the powers of municipalities to deal with such matters as the regulation of blacksmith's shops, licensing of cabs, drays, employment agencies, location of foundries and sawmills, aiding and bonusing of industries, licensing and regulating of plumbers, and similar matters of more or less interest to industry and labour.

NEW BRUNSWICK.

FABRIKES ACT.

That part of the New Brunswick Factories Act which relates to the inspection of boilers is amended by providing that an inspector of boilers may be an inspector usually employed by a boiler inspection company, or a marine engineer holding a first or second class certificate, or a competent boiler maker whose qualifications shall be certified by the factory inspector. The law as it formerly stood provided for the inspection by a marine engineer without mentioning the class of certificate he should hold, by a boilermaker without specifying any of his qualifications, or by a man who held a certificate as a stationary engineer granted under the Act. That part of the old Act which has to do with examination of stationary engineers is changed in a number of respects. The old Act provided for the constitution of a Board for the examination of stationary engineers by the appointment of two engineers of not less than ten years' experience in the management of steam engines and plants. The new Act provides that the Board shall consist of "not more than three competent persons," and provides that "written examinations may be held in the presence of the secretary or of the Board as the Board shall direct." Instead of granting certificates of competency or of service, as provided for in the old measure, the Board is empowered to grant licenses for the management and operation of boilers and other plants in connection with the generation of steam for stationary engines. All persons, however, who at the time of the passing of the Act held certificates of competency or service in accordance with the provisions of the old measure, are entitled to receive such licenses without examination. Licenses may be granted by the Board to other persons where the Board is satisfied upon examination that the person possesses sufficient practical knowledge to qualify him to operate and superintend the operation of a stationary or portable engine and boiler, with safety to the persons and property in its vicinity. This is the same provisions as contained in the old Act, except for the substitution of the word "license" for a "certificate of competency," and that the applicant is only required to have a practical knowledge, whereas, in the old measure, theoretical knowledge was also provided for. The old measure provided that a certificate of service could be granted to any person who should, within two years from the passing of the Act, satisfy the Board that during the five years immediately preceding the Act he had actually served not less than two years in charge of a stationary or portable engine and boiler. The amending Act provides

that before any person shall be examined for a license he shall satisfy the examiners that he has been employed as an assistant engineer or fireman, under the supervision of a licensed engineer or of an engineer holding a certificate, for at least one year at the trade of boilermaker in stationary, marine or locomotive engine and boiler works. The old measure provided that certificates of competency of service should be valid for two years from their date; the new measure provided that all licenses shall continue in force until suspended or cancelled. A candidate for examination under the amended Act must be of the full age of eighteen years and shall make application to the secretary of the Board upon a form to be supplied, and shall furnish information as to his practical experience as a fireman or assistant engineer, or as to his services in the manufacturing or repairing of steam boilers and engines. No age was specified in the former law. In the new measure it is provided that the fees payable by an applicant for a license shall be \$1 in case he possesses a certificate of competency or service, or \$4 in the case of obtaining such license by examination; under the old measure applicants were required to pay \$1 upon application for a certificate and upon each certificate granted the sum of \$3. No change was made in the various plants exempted from the operation of the provisions of the Act, except to add to these boilers and engines used for ammonia process plants. In the case also of boilers and engines in charge of persons holding a certificate as a marine engineer, a change is made requiring marine engineers to make application to the Board for a license which is granted without examination on payment of the prescribed fees. Section 50 of the old Act, which prohibited the owner or user of a steam boiler or engine to operate the same for a period of more than fifteen days, unless the person in charge of the same held a certificate under the Act, is amended by leaving out the words "for a period of more than fifteen days." The provisions of this section also are held not to apply to a fireman or assistants working under the supervision of a licensed engineer. In cases, however, where the secretary of the Board is satisfied that the owner or user of a steam boiler or engine is unable to procure a duly licensed engineer capable of operating his plant, he may issue to such owner or user a temporary permit for a period not exceeding thirty days, for operation by a person who he is satisfied has sufficient practical knowledge and experience to operate the same, with safety to the plant and to the persons and property in its vicinity. Provision is also made in the new Act for the issuing of a duplicate license without examination on presentation of affidavit or other satisfactory proof that license has been lost, stolen, or destroyed, and on the payment of \$1. In the event of a candidate failing to pass an examination sixty days shall elapse before he shall become eligible for re-examination, but a candidate shall be entitled to be examined within fourteen days from the filing of his application. A provision is also inserted in the new measure providing for the mutual interchange of licenses between provinces.

MECHANICS' LIEN ACT.

The Mechanics' Lien Act is amended by adding a sub-section to the interpretation, providing that the word "building" shall extend to and include any insurance carried upon a building and any moneys payable in any insurance policy in respect of such building.

AN ACT RESPECTING MOTOR VEHICLES.

An Act respecting motor vehicles provides certain regulations for the prevention of accidents and the safety of the public in connection with the operation

of motor vehicles. Motor vehicles are required to display in a conspicuous manner the number assigned to them under the provisions of the Act, and to observe certain regulations in regard to rate of speed, giving warning of approach and other matters designed to protect the public. Chauffeurs are required to file in the office of the secretary of the Department of Public Works on a blank form to be supplied by such secretary, a statement which shall include the name and address of the applicant, nationality, age, height, weight, colour of eyes and hair, and to give the trade name and motor power of the motor vehicle or vehicles to be operated, and to pay a registration fee of \$2. Before a license is granted the applicant must furnish testimonials as to his character and sobriety; no chauffeur's license is to be issued to any person under eighteen years of age. Chauffeurs are then to be registered and assigned a number. They are to be supplied with a badge of aluminum or other suitable metal with their registration number and the words "Registered Chauffeur License, N.B.," thereon. This badge must be worn by the chauffeur upon his clothing in a conspicuous place at all times while operating a motor vehicle upon the public highways. Chauffeurs are not allowed to transfer their badges, and no person shall operate a motor vehicle as a chauffeur upon the public highways unless he has complied with the requirements of the Act. Non-residents of the Province who have complied with the registration laws of the state or province of their residence may operate in the province for a period not exceeding twenty-one days in any one year; after that period has expired they must take out registration and pay a tax the same as required of residents under the Act, which is fixed at \$5, except in the case of motor cycles where the fee is \$2. Chauffeurs are also required to pay in addition to the registration fee an annual fee of \$2. The Act also gives power to the Lieutenant-Governor in Council to make regulations respecting the use of motor vehicles known as "jitney busses" and providing for the qualifications of drivers, and the giving of bonds or other security by the proprietors of such vehicles for the payment of damages to persons or property which may be caused by their operation. Cities, towns and municipalities within which such vehicles are operated are also given power to make regulations as to routes, rates of fares and details of service.

QUEBEC

WAGES AND INSURANCE.

An Act relating to the retention of a portion of labourers' wages for the purpose of insurance, recites that certain employers retain out of the wages of their workmen amounts intended to pay premiums on insurance policies issued against accidents or sickness, happening by reason of or in the course of their work, and that serious inconvenience results therefrom. The law, therefore enacts that it is forbidden for any employer to make any retention of any part of the salary or wages of his workmen or employees for purposes of insurance against accidents or sickness happening by reason of or in the course of their work, even with the consent of such workmen or employees, and any agreement under which such a retention is made or authorized is declared to be null and of no effect. In any case where such retention is made, the workman or employee, in the three months following the end of his contract of work, may recover, before any court of competent jurisdiction, the amount so irregularly withheld from his salary or wages, though the Act is held not to apply to any retentions which may have been legally made before its coming into force. The Act does not apply to railway employees who, individually, and in good faith, take out policies of insurance and give written orders to their employees to pay the premiums out of their wages or salaries.

WORKMEN'S DWELLINGS.

An Act to incorporate "*La Societe des logements ouvriers*," recites that certain persons have represented that for several years the question of sanitary, modern and cheap dwellings has been before the public in large communities, that a great many builders' workmen are often unemployed, and that the formation of an association for the purpose of enabling workmen to make use of the time they might be without employment by enabling them to devote their labours to the erection of buildings whereof they might become owners on easy conditions would be a matter of public interest, and in view of this certain persons of the City of Montreal and other persons who may become shareholders are, by the Act, incorporated under the name of "*La Societe des logements ouvriers*." The head office of the association is to be in the City of Montreal and the association is to consist of shareholder members, who are to be subscribers to the capital stock of the association, and registered members, comprising all labourers, carters, carpenters, joiners, bricklayers, plasterers, roofers, plumbers, stonecutters, masons, cement finishers, painters, electricians, and all other workmen who, by a written application express their intention of joining the association. There are to be as well, beneficiary members, the name given to registered members when they have had placed to their credit, in the association's records, a number of hours' labour, representing an amount of at least twenty-five dollars. The association is to be managed by a board of directors, consisting of five elected yearly, by the shareholder members and beneficiary members. Each shareholder member is given one vote for every share he holds, and each beneficiary member is to have a vote for every hundred dollars of accumulated work. The object of the association is to acquire land within the district of Montreal, where the registered and beneficiary members shall devote the time during which they are unemployed, in building dwelling-houses on such land, of reasonable dimensions, provided with suitable and separate conveniences, and to allow them to become owners thereof at moderate prices. The Act provides for the preparation of house plans, which must be approved by the municipality where the association will carry on its operations, or must be in conformity with the provisions of the by-laws of such municipality as the case may be, and the plumbing work must be work according to the health by-laws of the City of Montreal. Every person qualified to be a registered member of the association may form part thereof by signing a written application to that effect, and his name is then entered in the association's books. He may then choose from among the exhibited and approved plans provided for, the house he intends to acquire. After registration all members may work on the land belonging to the association at building houses pointed out to them and under the direction of persons chosen by the association. The association is to keep an account of the number of hours' labour contributed by each registered member, and at the same time of the price represented by such labour, and is to give each registered member a numbered pass-book in which his hours' labour and the price is entered. The value allotted by the association to the labour of each registered member shall be equal to the price fixed by labour associations, affiliated to the Dominion Trades and Labour Congress or eligible for such affiliation, for the same kind of labour and the association shall fix the working hours in accordance with the by-laws of such associations. The value of the labour which shall be required from every beneficiary member to allow of his becoming the owner of a house like that whose plan he has chosen, shall be strictly limited to the cost of the land, materials, labour and management. While an estimate is to be made in advance for every

house, the beneficiary member shall only pay the actual cost of the house as established when the house is completed. Extra work, however, is provided for. The amount of work placed to the credit of registered or beneficiary members, and their interest in the association shall not be liable to seizure. The board of directors alone see to the acquisition of the land and materials required, as well as the advancing of the necessary money for building houses, and the board has the right to keep, for the benefit of the association, the twelfth of every dozen houses built under the Act. The beneficiary members may take possession of the houses as owners when they are completed. When a house is finished the right to take possession thereof as owner shall be sold by public auction to the highest bidder among the beneficiary members, and the premium realized shall be credited as receipts for the benefit of the association. No member can acquire more than one house from the association. Members have the right to transfer their interest in shares. As soon as a beneficiary member takes possession of a house, the association shall give him a title deed of ownership, stating the purchase price, and acknowledging the payment of a sum equal to the amount of labour appearing to his credit in the association's books and in his pass-book, the association retaining an hypothecary right on the house for the balance remaining due, without interest. Members are given the advantage of continuing to have hours of labour put to their credit until the purchase price mentioned in the title deed is paid, and the association will give every year an acquittance equivalent to the labour put to the credit of members during that period. The value of work may be repaid in money in certain cases, and qualified heirs or representatives may replace a member. Workmen are bound to continue work after possession of the house to the extent of one hundred dollars each year, and in default of supplying such work must pay in money the equivalent of such sum or the amount necessary to complete it, the amount to be credited on the balance remaining due. Members wishing to discontinue rights in the association may claim, in cash, half the value of the work done. Part of wages may be paid in money, but labour so remunerated is not to be entered in such members' account or pass-books. The council of a municipality may guarantee loans to be effected by the association. Contracts for the purchase of houses must be approved by a board of censors, which shall consist of three members, one of whom shall be elected by the board of directors and the two others from among the workmen belonging to the labour unions above mentioned, with the approval of the majority of the beneficiary members. The capital stock of the association is to be one hundred thousand dollars, divided into one thousand shares of one hundred dollars each, fifty per cent. to be paid in cash before beginning operations. Profits are to be divided among the shareholder members and the beneficiary members according to their respective interests. A penalty of one hundred dollars fine, and in default of payment of fine imprisonment not exceeding three months, is provided in the case of any directors of the association who may sell either land or materials to the association. A yearly statement must be sent the Provincial Treasurer each year.

PUBLIC HEALTH ACT.

The Public Health Act is amended by the addition of a section which provides that the Board of Health may by by-law require the employment of duly qualified practising physicians by the proprietors or contractors in charge of shanties, mining camps, railroad construction camps, or others, such by-laws to apply, however, only to such industries, proprietors, or contractors of shanties, mining camps and

railroad construction and other works as employ at least twenty-five men at the same place. By-laws are to come into force fifteen days after publication in the *Quebec Official Gazette*.

PRIVATE DETECTIVES.

An Act respecting private detectives provides that no person or corporation may act as a private detective nor advertise himself as such, nor assume such title or a title to the same effect in a document, or on a letter or card, nor employ, in the name of any company or firm, the word "detective" whether combined with other words or not, without first obtaining a permit to that effect from the Provincial Treasurer. Any person or corporation applying for such a permit must do so in writing in a form provided, and give security in the sum of two thousand dollars to guarantee the honest and legal accomplishment of the person or corporation and agents of the duties to be performed as a private detective. The Provincial Treasurer, after such investigation as he deems proper as to the character, ability, and suitability of the person or corporation applying for the permit, and upon approval of the security, and upon receipt of a fee of \$200, may issue, upon a favourable report by the Attorney-General, a permit authorizing the applicant to keep or carry on a private detective office for a term of one year. Persons who act as employees or agents of a person or corporation holding a permit are not required to secure a similar permit, but they must, upon the recommendation of their employer, secure a special annual permit on payment of a fee of two dollars. The employers recommending such persons or agents are made responsible for their conduct as private detectives. Permits are renewable from year to year and may be revoked at any time during the year. Provision is also made for the issuing of temporary permits. Persons holding a permit are not entitled to advertise or act as a collector of accounts, or to collect accounts for any person with or without remuneration. The words "private detectives" are defined to mean "persons or corporations who, for a profit, make a regular business of searching for offenders against the laws, or of supplying information as to the moral character of the conduct of certain persons, or as to the manner in which certain business is transacted by corporations or persons; but do not include corporations or persons who make a business, whether for profit or otherwise, of supplying information as to the commercial or financial standing of other corporations or persons." The Act does not apply to constables or detectives appointed by the Government or municipalities for their own service, nor to special constables who may be appointed by certain judges or magistrates to carry out their orders within the limits of their respective jurisdiction. Contravention of the Act in any of its provisions is punishable by a fine of not less than two hundred dollars and not more than five hundred dollars for each contravention, with imprisonment for not less than three months in default of payment of fine.

CO-OPERATIVE SYNDICATES.

The Act relating to Co-Operative Syndicates is amended in certain particulars. That part of the original Act which provides that co-operative syndicates for consumption, production and credit may be formed at any place in the Province is changed by the addition of the words after credit "and for other economical and provident purposes." That part of the Act dealing with the creation of a reserve fund is amended by the addition of a new section, which states that "credit societies only are authorized to give credit and make loans to their members."

ALBERTA

PUBLIC UTILITIES.

The Public Utilities Act is a measure which provides for the creation of a Public Utilities Commission and defines its powers and duties. The expression "public utility" is defined to mean every corporation other than municipal corporations (unless such municipal corporation voluntarily comes under the Act in a manner provided) and every firm, person or association of persons, the business and operations whereof are subject to the legislative authority of the Province that own, operate or control any system, plant or equipment for the conveyance of telegraph or telephone messages or for the conveyance of travellers or goods over a railway, street railway or tramway, or for the production, transmission, delivery, or furnishing of a water, gas, heat or light power, either directly or indirectly, to or for the public, also the Alberta Government telephones. A Board to be known as the Board of Public Utilities Commissioners is to be established, composed of three members to be appointed by the Lieutenant-Governor in Council, one of whom is to be appointed as chairman and hold that office as long as he continues a member of the Board. Each of the commissioners is to hold office for ten years from the date of the appointment, but to cease holding office upon reaching the age of seventy years. The Board is given wide powers in regard to questions of transportation, questions of dispute between public utilities and municipalities, and a general supervision over all public utilities, subject to the legislative authority of the Province, and may make such orders regarding equipment, appliances, safety devices, extensions of works or systems as are necessary for the safety or convenience of the public, or for the proper carrying out of any contract, charter or franchise involving the use of public property or rights. Of special interest to labour is the power given the commission to impose and enforce regulations for the safety and protection of employees of any public utility, and to impose and enforce regulations in case of accidents, and for the remedying of the cause thereof and preventing of recurrence. The Board is required to make a report in January of each year for the year ending November 30th previous.

NOVA SCOTIA

WORKMEN'S COMPENSATION ACT.

The Workmen's Compensation Act follows, in many respects, the lines of the Ontario Workmen's Compensation Act. The compensation provided for is practically identical with that of the Ontario measure and the industries are classified in much the same manner. The scale of compensation is almost identical with that provided under the Ontario Workmen's Compensation Act.

MECHANICS' LIEN ACT.

The Mechanics' Lien Act as amended and consolidated, provides that any person who performs any work or service upon, or places or furnishes any material to be used in construction work shall, by virtue thereof, have a lien for the price of such work, service or material supplied for the amount of the sum justly due to the person entitled to the lien.

FACTORIES' ACT.

The Factories' Act is amended by adding some provisions in regard to brass, iron and steel foundries.

COAL MINES REGULATIONS.

The Coal Mines Regulation Act, 1908, is amended by a change in the method of making rules and regulations under the Act.

CHILD LABOUR.

An Act respecting compulsory attendance at school in cities and towns contains provisions in regard to the employment of children in any business or street trade or manufacturing establishments. No child under the age of sixteen years shall be employed by any person to labour in any business whatever or street trade, nor accompany any person engaged in any street trade during the hours from nine o'clock in the morning until half-past three in the afternoon of any school day, unless such child delivers to the employer or has in his possession a certificate signed by the secretary of the school board or a certificate signed by the principal that such child has passed a satisfactory examination in Grade Seven of common school work. Violation by any one to employ a child under this provision is punishable by a fine of not less than \$10 and not more than \$50, and in default of payment to imprisonment of not more than one month. The School Board, or any person whom it may appoint, is required to examine into the condition of the children employed in every manufacturing or other establishment during November and May in every year and at such other times as it deems necessary, and may make an inspection at all reasonable hours by day and night, and prosecute every person violating any of the provisions of the Act. Proprietors or managers, on demand, are required to exhibit to the person appointed by the Board to make such examination a correct list of all children under the age of sixteen years employed in such manufactory or establishment with the required certificate of attendance at school or place of instruction. Failure to supply such list or any obstruction of the person making the examination carries a penalty of not less than \$10 nor more than \$50, and in default of payment to imprisonment for not more than one month.

LIST OF LABOUR BUREAUS AND WHEN ORGANIZED

During the past forty years labour's interests have become so important a factor with representative Governments throughout the world that they deemed it necessary to create Labour Bureaus for the purpose of collecting accurate statistics of the progress of a nation's prosperity arising from commercial, mechanical and agricultural pursuits. The success of these undertakings has proved most satisfactory, as is shown by the following list of Labour Bureaus compiled from official records:—

ONTARIO.—The Bureau of Labour was created by an Act passed by the Ontario Legislature, April 25th, 1900, and amended in 1910. The Department is under the direction of Hon. Finlay G. Macdormid, Minister of Public Works. Secretary of the Labour Bureau, Robert Edgar, Toronto, Ont.

SASKATCHEWAN.—Secretary Bureau of Labour, Thos. M. Molley, Regina, Sask.

CANADA.—The Department of Labour was established in July, 1900, and practically supersedes the Bureau of Labour of the Department of Agriculture, established in 1890, with Mr. George Johnson as chief clerk. The Department is

now a separate portfolio, with Hon. T. W. Crothers as Minister. The Act establishing the Department provides for the monthly issuing of a Labour Gazette, the editor of which is F. A. Acland, Deputy Minister of Labour. The first number of the *Gazette* was issued in September, 1900.

Great Britain.—The Labour Bureau of the Board of Trade was established March 2nd, 1886. In 1893 the service was greatly enlarged, and given its present name, "Board of Trade Labour Department." A Wilson Fox, Chief Secretary. It publishes monthly the *Labour Gazette*; also annual reports.

New Zealand Department of Labour.—The Right Hon. J. A. Miller, Minister of Labour. E. Tregear, Secretary, Wellington, N.Z.

New South Wales.—Department of Labour and Industry. T. B. Clegg, Chief Clerk, Sydney, N.S.W.

Queensland.—Department of Immigration.—Government Labour Bureau and Relief. Chief Clerk, Brisbane, Queensland.

South Australia Labour Bureau.—Chief Clerk, A. C. H. Richardson, Adelaide, South Australia.

West Australia.—Government Statistician, Malcolm A. C. Fraser, Perth, West Australia.

United States Department of Labour.—Established as a Bureau of Labour, January 31st, 1885; made a department of Labour, June 13th, 1888. By-monthly bulletins. Annual reports. Commissioner of Labour, Chas. P. Neill, Washington, D.C.

United States Census Office.—E. Dana Durand, Director of Census, Washington, D.C.

California Bureau of Labour Statistics.—Established March 3rd, 1883. Biennial reports. Commissioner of Labour, John P. McLaughlin, San Francisco, Cal.

Colorado Bureau of Labour Statistics.—Established March 24th, 1887. Biennial reports. Commissioner of Labour, E. V. Brake, Denver, Col.

Connecticut Bureau of Labour Statistics.—Established July 12th, 1873. Abolished July 23rd, 1875. Re-established April 23rd, 1885. Annual reports. Commissioner of Labour, Patrick H. Commolly, Hartford, Conn.

Illinois Bureau of Labour Statistics.—Established May 29th, 1879. Biennial reports. Commissioner of Labour, David Ross, Springfield, Ill.

Iowa Bureau of Labour Statistics.—Established April 3rd, 1884. Biennial reports. Commissioner of Labour, A. L. Urick, Des Moines, Ia.

Indiana Bureau of Labour Statistics.—Established March 29th, 1879. Biennial reports. Commissioner of Labour, Jno. J. Walsh, Indianapolis, Indiana.

Kansas Bureau of Labour Statistics.—Established March 5th, 1885. Annual reports. Commissioner of Labour, W. L. O'Brien, Topeka, Kansas.

Kentucky Bureau of Agriculture, Labour and Statistics.—First established March 20th, 1876, as a Bureau of Agriculture, Horticulture and Statistics: the duties of the Bureau were enlarged and the present name adopted April 2nd, 1892. Biennial reports. Commission of Agriculture, Labour and Statistics, J. W. Newman, Frankfort, Ky.

Louisiana Bureau of Statistics of Labour.—Established July 9th, 1900. Biennial reports. Commissioner of Labour, Wm. McGilvary, New Orleans, La.

Maine Bureau of Labour and Industry.—Established March 7th, 1887. Annual reports. Commissioner of Labour, Jno. F. Connolly, Augusta, Maine.

Maryland Bureau of Statistics and Labour.—Established March 27th, 1884. Annual reports. Labour Commissioner, Frank A. White, Baltimore, Md.

Massachusetts Bureau of Labour and Industries.—Established June 23rd, 1869. Quarterly bulletins. Annual reports. Commissioner of Labour, Jas. A. Lowell, Boston, Mass.

Michigan Bureau of Labour.—Established June 6th, 1883. Annual reports. Commissioner of Labour, Jas F. Cunningham, Lansing, Mich.

Minnesota Bureau of Labour.—Established as a Bureau of Labour Statistics, March 8th, 1887; enlarged and changed to the Bureau of Labour, April, 1893. Biennial reports. Commissioner of Labour, Wm. F. Houk, St. Paul, Minn.

Missouri Bureau of Labour.—Established March 19th, 1879; enlarged March 23rd, 1883. Annual report. Commissioner of Labour, John T. Fitzpatrick, Jefferson City, Mo.

Nebraska Bureau of Labour.—Established March 31st, 1887. Biennial reports. Commissioner of Labour, Chas. W. Pool, Lincoln, Neb.

Montana Bureau of Agriculture, Labour and Industry.—Established February 17th, 1893. Annual reports. Commissioner of Labour, J. H. Hall, Helena, Mont.

New Hampshire Bureau of Labour.—Established March 30th, 1893. Biennial report. Commissioner of Labour, J. S. B. Davie, Concord, N.H.

New Jersey Bureau of Labour.—Established March 27th, 1878. Annual report. Commissioner of Labour, Louis T. Bryant, Trenton, N.J.

New York Bureau of Labour.—Established May 4th, 1883. Quarterly bulletins. Annual reports. Commissioner of Labour, James H. Lynch, Albany, N.Y.

North Carolina Bureau of Labour.—Established February 28th, 1887. Annual reports. Commissioner of Labour, M. L. Chipman, Raleigh, N.C.

North Dakota Department of Agriculture and Labour.—Established October 1st, 1890. Biennial reports. Commissioner of Labour, W. C. Gilbreath, Bismarck, N.D.

Ohio Bureau of Labour.—Established May, 1887. Annual report. Commissioner of Labour, Fred. Lange, Columbus, Ohio.

Oklahoma Bureau of Labour.—Established September, 1907. Commissioner of Labour, Chas. L. Daugherty, Oklahoma City, Okla.

Oregon Bureau of Labour.—Established June 3rd, 1903. Biennial reports. Commissioner of Labour, O. P. Hoff, Salem, Oregon.

Pennsylvania Bureau of Labour and Industry.—Established April 12th, 1872. Annual reports. Commissioner of Labour, J. P. Jackson, Harrisburg, Pa.

Rhode Island Bureau of Labour.—Established March 29th, 1887. Annual report. Commissioner of Labour, J. E. Hudson, Providence, R.I.

South Carolina Department of Agriculture, Commerce and Industries.—Reorganized 1909. Commissioner, E. J. Watson, Columbia, S.C.

Tennessee Bureau of Labour.—Established 1891. Commissioner of Labour, W. L. Mitchell, Nashville, Tenn.

Texas Bureau of Labour. Commissioner of Labour, J. A. Starling, Austin, Texas.

Washington Bureau of Labour.—Established June 11th, 1897. Annual report. Commissioner of Labour, E. W. Olson, Olympia, Wash.

Wisconsin Bureau of Labour.—Established April 3rd, 1883. Biennial reports. Commissioner of Labour, J. D. Beck, Madison, Wis.

West Virginia Bureau of Labour.—Established February 22nd, 1889. Annual reports. Commissioner of Labour, I. V. Barton, Wheeling, W. Va.

Idaho Bureau of Labour.—Established March 11th, 1895. Annual reports. Commissioner of Labour, J. P. Fallon, Boise City, Idaho.

Virginia Bureau of Labour.—Established March 3rd, 1898. Annual reports. Commissioner of Labour, J. B. Doherty, Richmond, Va.

Porto Rico Bureau of Labour.—Established 1912. Chief J. C. Bills, Jr., San Juan, Porto Rico.

Argentine Republic.—Francoise Latzina, Director General de la Statistique de la Republique Argentina (Ministere de l'Interieur), Buenos Ayres.

Belgium.—Royal Bureau of General Statistics (Minister of the Department of the Interior and Public Instruction). Edmund Nicoali, Chief, Brussels.

Brazil.—Dr. R. Pompeia, Director de Bureau de Statistique des Etats Unis du Bresil (Ministere de l'Interieur), Rio Janeiro.

Chili.—Don Francisco S. Asta Burnaga, Chef du Bureau Central de Statistique de Chili, Santiago.

Denmark.—Royal Bureau of Statistics (Minister of Finance). Marius de Gad, Director, Copenhagen.

France.—Office du Travail, Ministere du Travail, Paris.

Victor Furquan, Chef du Bureau de la Statistique General de France (Ministere du Commerce et de l'Industrie).—Office du Travail, Paris.

Holland.—Herr Methour, Director of Netherlands Statistical Central Office, La Haye, Netherlands.

Italy.—Directeur General de la Statistique du Royaume, G. Montemartini, Director dell' Offices del Lavoro (Ministere de l'Agriculture, de l'Industrie, et du Commerce), Rome.

Japan.—N. Hanusa, Chef du Bureau General de la Statistique (Cabinet Imperial), Tokio.

Mexico.—Antonio Penafiel, Directeur General de la Statistique de la Republique (Mexicaine du Fomento), Mexico.

Paraguay.—I. Jasquet, Director General de la Statistique du Paraguay, Assumption.

Portugal.—Ernesto Madeiro Pinto, Director General of Statistics of Commerce (Minister of Public Works, Commerce and Industries), Lisbon.

Roumania.—C. E. Cupenski, Director de la Statistique General du Royaume (Minister de l'Agriculture, de l'Industrie, du Commerce, et des Domaines), Bucharest.

Russia.—Bureau, Director du Comite Central de Statistique (Ministere de l'Interieur), Petrograd.

B. Grigoreff, chef Bureau de la Statistique Municipale, Moscow.

Spain.—Ing. Francisco de Paulo de Arrillaga, Director General of the Geographic Institute and Bureau of Statistics of Spain, Madrid.

Sweden.—Dr. Elis Sidenbaldd, Director en Chef du Bureau Central de Statistique de Royaume (Minister de l'Interieur, Stockholm).

Norway.—Anders Nicolaikiser, Director du Bureau Central de Statistique du Royaume (Ministere de l'Interieur), Christiana.

Switzerland.—Dr. Louis Guillaume, Director du Bureau Federal de Statistique (Ministere de l'Interieur), Berne.

Stephen Bauer, Office International du Travail, Basle, Switzerland.

Uruguay.—Honore Roustan, Director du Bureau de la Statistique General, Montevideo.

RECENT LEGAL DECISIONS AFFECTING LABOUR IN ONTARIO

Labour Gazette, January, 1915.

FATAL ACCIDENT.

Reference was made in a previous number of the *Labour Gazette* to an action brought by the widow of a dock labourer employed from time to time by the Canadian Pacific Railway Company at Windsor, who fell from the Company's dock and was drowned. It was held that there was no evidence of employment or of negligence, and the action was dismissed. An appeal was made to the first Appellate Division of the Supreme Court of Ontario, but was dismissed, the Court holding that the deceased was not an employee at the time, and that there was no defect in the wharf or gangway to which his attention should have been directed.

(Beckerton v. Canadian Pacific Railway Company.)

Labour Gazette, March, 1915.

INJURY TO SERVANT.

An appeal was entered by defendants from a judgment of Judge Falconbridge, after trial without a jury in favour of a plaintiff workman for recovery of \$1,200 and costs, damages sustained on account of injuries received while employed by defendant company. The plaintiff was employed by defendant company to paint certain of its towers to which were attached wires conveying electricity, and he alleged that he was informed by the foreman and the defendant company's officers that the current of electricity had been cut off from the said wires, and he was directed amongst the frame works of one of the towers and paint that part near the wires. This he did, and after he had proceeded with some painting the defendant company, it was alleged, suddenly, and without warning to the plaintiff, negligently caused the electric current to flow over the said wires and a heavy current of electricity to flow through the body of the plaintiff, and caused him to fall to a plank wall or platform some seven or eight feet below where he was working, whereby certain parts of his body were burned by the electricity and he was seriously injured. The judge urged, that in his opinion, owing to the dangerous nature of the electric current and the fact that the plaintiff was ordered to go to a place where, if he were not protected by the current being turned off from the wires about which he was to do his work, the plaintiff was entitled to damages, and decided that the appeal should be dismissed with costs.

(Raynor v. Toronto Power Company.)

Labour Gazette, April, 1915.

DAMAGES FOR LOSS OF HUSBAND.

In an action tried at Haileybury, judgment was given by the High Court jury allowing the plaintiff \$2,100 damages and full costs for the death of her husband, who was killed at the Seneca Superior Mining Company's property in Cobalt. Deceased had started work at the mine and was killed on his first shift. He was decking and the hoistman got a series of bells and had raised the cage just above the chairs which were not removed. The cage was raised slightly over four feet, and while in this position deceased pushed the car into the open shaft and was carried to his death below.

(Hull v. Seneca Superior Mining Company.)

DEATH THROUGH NEGLIGENCE.

The husband of the plaintiff was a lineman in the service of the London Electric Company, and was killed by a fall from a pole of the defendants, which he had climbed for the purpose of removing wires, as the pole was considered by the defendants unfit for service, and a new pole had been erected near the old one. The plaintiff brought action to recover damages for the death of her husband, charging negligence in sending an employee up this pole when in a defective condition, and in neglecting to use guy ropes in such a way as to prevent the pole from falling. The plaintiff further stated that if the defective condition of the pole was not known, and if the pole was considered a fair pole, the defendants were guilty of negligence in their want of proper inspection. Judgment was directed for the plaintiff for \$2,500 with costs, apportioning the money one-half to the widow and one-quarter to each of the two children; the infant's money to be paid into court.

(Christie v. London Electric Company.)

Labour Gazette, June, 1915.

CONTRACT TAKEN BY WORKMEN—JUDGMENT FOR AMOUNT DUE.

Judgment was rendered against the National Steel Car Company in a suit at Hamilton, brought by workmen for money alleged to be due on a contract. The plaintiffs sued to recover \$305.31 on a contract to build three cars. Previous to taking the contract the men worked for 30 cents an hour, but contracted to build the cars for \$215 each. Later they claimed that the company changed the agreement and asked that extra work be done and refused to allow them to continue. The plaintiffs claimed that the contract amounted to \$645, and that \$399.69 had been paid on account. One of the plaintiffs withdrew his action and he went back to work with the company. Judgment was given for the full amount of the claim less that due the plaintiff who returned to work.

(Wood, Strachan, Huntley, Morgan and Higginbotham v. National Steel Car Company.)

Labour Gazette, July, 1915.

NEGLECT OF FELLOW SERVANT.

An action was brought for damages for personal injuries sustained by the plaintiff while in the service of the defendant company. The plaintiff was in the employment of the defendant company in its engine house in the village of Chapleau. He is what is known as "hostler's helper," and part of his duty was to open and close certain double doors to permit the locomotives to get in and out of the engine house, whenever so requested by those in charge. The hostler was a second cousin of the plaintiff. The plaintiff claimed that he received a signal for the opening of the doors, and that the duty of the hostler, who was temporarily in charge of the locomotive, was to await the answering signal from the plaintiff before moving the engine. The plaintiff alleged that he had opened one of the doors, but could not quickly open the other half, because it was loaded with ice at the bottom. He claimed that the hostler brought out the engine without receiving the signal from the plaintiff, and that the engine struck the partly open door, inflicting severe injuries upon the plaintiff. The plaintiff did not bring his action within the six months from the occurring of the accident, and, therefore, was not within the

Workmen's Compensation for Injuries Act. His claim of negligence at common law was that the defendant company did not employ an efficient and competent man for the duties which the hostler had to perform. Something was said also as to the ice, but that point was ignored by the jury in their answers. The defendant claimed, on the other hand, that they had every reason to consider the hostler an efficient and competent man, therefore the judge did not find that he could be considered negligent in his work. The action was dismissed with costs.

(Levack v. Canadian Pacific Railway Company.)

LABOUR DISPUTES IN ONTARIO.

Labour Gazette, January, 1915.

STRIKE OF MOULDERS AT OWEN SOUND.

A strike occurred on December, 1914, of 107 employees in the employ of the Malleable Iron Works of Owen Sound, against a reduction of wages. In September a reduction of 25c. was made, and later a further reduction of 15 cents. Subsequently a further reduction of 20 cents was made. This latter reduction caused the strike. As the result of a conference between the parties, the men accepted the reduction in their wages and returned to work December 7th, 1914.

Labour Gazette, March, 1915.

STRIKE OF IRON WORKERS AT TORONTO.

In the case of the iron workers' strike at Toronto the men claimed that a 15 per cent. reduction was made in their wages several months ago, and that as the company had received large civic contracts they were entitled to come under the benefits of the civic wages by-law, which provides for a minimum of 25 cents per hour. The manager of the works denied that any reduction in wages had been made, and the city's fair wage officer reported to the same effect and considered the dispute settled. The men gradually returned to work during the next few days after commencement of the strike.

Labour Gazette, April, 1915.

STRIKE OF PLASTERERS AND PLASTERERS' LABOURERS AT TORONTO.

On March 17th, 1915, a dispute occurred in Toronto of plasterers and plasterers' labourers. The labourers struck work because, as they alleged, the contractor (a large Montreal firm) was importing labourers from Montreal who were working for twenty cents per hour, whereas the union rate, as provided by an agreement with Toronto firms, was 37½ cents. The plasterers struck in sympathy with the labourers and demanded the recognition of the union.

Labour Gazette, May, 1915.

STRIKE OF WIRE CLOTH MAKERS AT OTTAWA.

On April 26th seventeen wire cloth makers, in the employ of the Capital Wire Cloth and Manufacturing Company, of Ottawa, struck work because of a disagree-

ment between the manager and workmen as to the quantity of work produced. Conferences were held, as a result of which the men returned to work on April 28th, with the assurance that there would be less criticism in the future.

STRIKE OF BAG MAKERS AT BERLIN.

Bag makers to the number of twenty-one, employed by the Berlin Trunk and Bag Company, struck work on April 21st. The company had engaged these men to sew grain bags on a Government contract, stating that they would pay the men at a fair rate per hundred bags. About April 21st, the men enquired of the company the amount they were to receive for their work, and were told that they would receive 30 cents per hundred bags. The men were not satisfied with this offer and quit work. The firm then offered 40 cents per hundred bags, but this also the men refused, stating that they would work for 60 cents per hundred. The men remained on strike until April 21th, when after negotiations had been carried on it was decided that the men would return and receive 48 cents per hundred. It was found that the men were able to sew from 350 to 550 bags per day.

STRIKE OF BAKERS AT TORONTO.

On April 8th, Jewish bakers to the number of fifty-five went on strike at Toronto, nine firms being involved. The Jewish Master Bakers' Association attempted to cut down wages by from \$2 to \$4 per week. Wages for foremen and skilled labourers ranged from \$20 to \$22, and down to \$14 and \$16 for third hands and helpers, with an eight hour day. Several firms succeeded in reducing the wages by \$2, but the others agreed to pay the full rate pending the expiry of the old agreement at the end of May and the settlement of a new agreement. The men returned to work April 14th, after being out five days.

Labour Gazette, July, 1915.

STRIKE OF PLUMBERS AND STEAM FITTERS AT PORT ARTHUR AND FORT WILLIAM.

Thirty-five journeymen plumbers and steam fitters, in the employ of thirteen different firms in Port Arthur and Fort William, struck work on June 1st, when employers refused to accept a new schedule drawn up by the union. During the month two firms, one in Port Arthur and the other in Fort William, signed the men's conditions maintaining the rates of pay and hours of labour as they existed during the former agreement. The men went back in these two shops, but the strike was being maintained against the other shops at the end of the month.

Labour Gazette, August, 1915.

STRIKE OF LABOURERS AT SAULT STE. MARIE.

On July 15th about 250 labourers, in the employ of the Algoma Steel Company, at Sault Ste. Marie, went on strike owing to a wage decrease of ten per cent. and objection to working under a certain employee of the company; this decrease being part of general reductions made by the company in salaries and wages on account of the war and, as it was stated, in order to keep the plant going on reduced time. A conference resulted in the men resuming work at the reduced rates upon the promise that as soon as conditions warranted, increased wages would be granted. The employee objected to was dismissed.

STRIKE OF IRON MOULDERS AT PETERBOROUGH.

Ten men, employed by a Peterborough lock works, went on strike over a disagreement about piece-work prices and objection to company's proposal to inaugurate a day-work system. On August 18th, an arrangement was arrived at which was satisfactory to both parties concerned, and the men returned to work.

Labour Gazette, October, 1915.

STRIKE OF FREIGHT HANDLERS AT POINT EDWARD AND SARNIA.

A strike of 200 employees of the Northern Navigation Company, at Point Edward, occurred on September 15th. The men demanded an increase of 5 cents per hour, which if granted would have brought their rate up to 30 cents per hour instead of 25 cents. The company, however, refused the increase demanded and the men returned to work at the same rate as prior to the strike after being out only three days.

Labour Gazette, November, 1915.

STRIKE OF WEAVERS AT PETERBOROUGH.

Fifty employees of the Auburn Woollen Mills, Peterborough, went on strike October 4th for an increase in wages. The strikers were mostly piece-workers, and demanded a 25 per cent. increase. When the company objected to this they struck work, but remained out only nine days. At the end of that time a compromise was arranged by which the men received a 10 per cent. increase and returned to work on October 14th.

STRIKE OF WAITERS AT TORONTO.

On October 1st, sixteen employees of the Cafe Royal, of Toronto, went on strike, claiming their employers had attempted to make them agree to a second reduction in wages. Prior to the strike the men had been receiving \$30 per month; this was at first reduced to \$25, and finally they were asked to accept \$20 per month. To this last reduction the men objected. On October 25th, however, the men returned to work pending a final settlement of the dispute.

STRIKE OF ELECTRICAL WORKERS AT TORONTO.

On November 2, 126 electrical workers, employees of the Hydro Electric Commission and members of Local No. 353 of the International Brotherhood of Electrical Workers, went on strike owing to the refusal of the Commission to abide by the award made by the Board of Conciliation appointed under the Industrial Disputes Investigation Act granting the employees a ten per cent. increase in wages from May 1, 1916, with a three-year agreement from May 1, 1915. The Commission instead offered to put into effect the scale of wages as set forth in the minority report of the Board. The strike terminated on November 23 through the employees accepting the Commission's offer with a few amendments.

STRIKE OF PRINTING-ROOM EMPLOYEES AT OTTAWA.

On December 11, sixty female employees of the printing-room of the American Bank Note Company went on strike as a protest against what they alleged as unfair discrimination against one of their fellow employees and a member of their union. The dispute which involved, from the company's standpoint, a question of discipline, was amicably settled on December 18. The settlement included arrangements looking to the avoidance of future disputes by the establishment of a permanent conciliation committee representing the company and the employees.

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ROBERT EDGAR
Secretary Labour Bureau

Northern Ontario, Canada

A LAND OF FARMING, LUMBERING, MINING, HUNTING, FISHING
AND INDEPENDENT HOMES



Logging near Little Rapids, Algoma District.

A VAST NEW LAND.

It seems like a romance or a fairy tale to say that the people of Ontario possess a new land within its boundaries that is fully four times the size of old Ontario and far larger than Great Britain, or France, or Germany. That new land—new in having been recently known and begun to be settled—is now known as Northern Ontario, and is divided into eight great districts—Nipissing, Timiskaming, Sudbury, Algoma, Thunder Bay, Rainy River, Kenora and Patricia. It is 330,000 square miles in extent, and is 121,000 square miles larger than the largest of the three old countries named. So near to us, it is not prized as its worth demands. Later than the prairie in advertisement, this fact has carried the vision of homeseekers much more toward the treeless West than the tree-covered North. Yet both are great in rich extensive land. And the intending settler should not take a half view, but consider whether it is not worth while to investigate the merits of territory nearer hand.

MANY MILLION ACRES OF FERTILE LAND.

It should not be a great surprise that out of so vast an area there are, say, twenty million acres of agricultural land, most of which is good. There is what is called a Clay Belt, which extends westerly from the interprovincial boundary between Quebec and Ontario for over 400 miles, and which varies in depth, north and south, from 25 to 100 miles and more. The Clay Belt proper lies north of the height of land, and is an area of at least sixteen million acres of level or undulating ground. The soil, a rich clay or clay loam, is similar to that section of Timiskaming south of the height of land, where agricultural results have been excellent, and it is probably better than the level clay stretches of fine farming land

in Manitoba. Sandy and gravelly ridges and areas appear in various places, but from the point of view of the general needs of the settler these have their own special advantages in affording material for concrete construction and road improvement. It is safe to say that from 65 to 75 per cent. of the Clay Belt is good farm land, and that this percentage will be considerably increased by comprehensive drainage, which the rivers will aid in making easy. Aside from its immense resources in timber, mineral, water-power, fish, game and scenery, Northern Ontario contains one of the greatest expanses of fertile territory in the world.



Field of oats, Tp. May, Sudbury District.

CLIMATE.

When it is remembered that Northern Ontario covers an area of 330,000 square miles and extends 770 miles from north to south, it will be readily seen that elaborate detail of climate is impossible to give. Generally speaking, the summers are warm and the winters very cold and bracing. The fertile Clay Belt proper, though north of the height of land, is in the southern portion of Northern Ontario, and is far from the extreme north of the Province. And there are fertile areas south of the height of land from and in the districts of Nipissing and Timiskaming on the east to and in the district of Thunder Bay on the west that are not in the main Clay Belt at all. Farther west, and beyond the Clay Belt, there are rich



Homesteader's building, Tp. Tait, Rainy River District.

portions in the districts of Rainy River and Kenora which, though north of the height of land, yet are in the south of Northern Ontario. The Clay Belt proper and those other parts are the chief agricultural areas of the great new land, and it is to them first that the interests of climate belong.

Speaking of the country for 60 miles north to Cochrane and along the Trans-continental Railway for 136 miles from Abitibi west to Hearst, an expert writes: "Where only small clearings have been made and the land has not been properly drained, summer frosts occasionally occur and damage the crops, but not to any greater extent than in the older parts of Ontario before the timber was cleared off. . . . As to the winters, they are much longer than in old Ontario, but are not more severe than in the Rainy River Valley or in Manitoba." Frosts have their limitation in Northern Ontario as well as in the Prairie. "The Western farmer has been able to grow big crops of wheat notwithstanding early autumn frosts, summer hailstorms, and dry summers."



Picking Strawberries, Northern Ontario.

Nearly fifty settlers in Northern Ontario have recently written the Bureau of Colonization on the subject of the climate, and by far the greatest number have pronounced in its favor, some of them using such words as—"It is fine, warm days and cool nights in summer, and generally clear and cold in winter, mostly calm: and such strong language as—"It is invigorating, health-giving, glorious."

THE SOIL AS SETTLERS FIND IT.

On the subject of soil the great majority of these same settlers emphatically affirm that it is good, and no one is unqualifiedly against it. Some of them use such strong expressions as—"Yes, whether it be in the clay loam or sandy areas, excellent crops are harvested, each soil produces its own individual crops to the best advantage": "we have all kinds of soil—heavy clay loam and sandy loam—which cannot be excelled in any part of the Province"; "no better in the Dom-

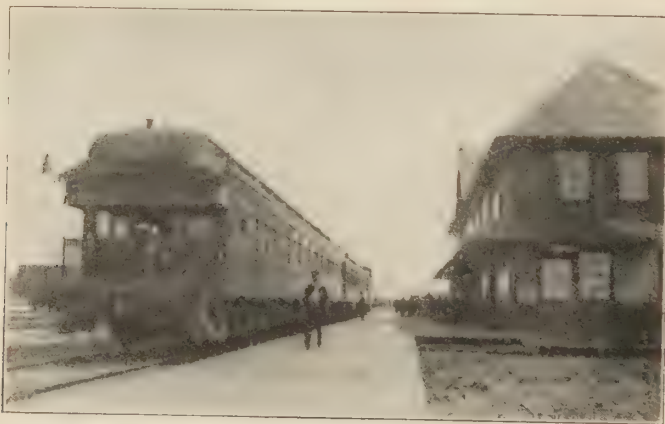
inion"; "will produce anything from No. 1 wheat to strawberries." The settlers are scattered far and wide over many hundreds of miles in the seven great districts of Northern Ontario. Naturally, therefore, everyone is not fully pleased, just as everyone is not quite pleased with the prairie.



Western Dent fodder corn, Dryden, Keweenaw District.

WHAT THE SETTLERS THINK OF BUSH LIFE.

The great preponderance of their expressed preference lies on the side of the Bush. The following are some of their vigorous words: "Yes, I had two years on the prairie, and I would not return, one reason is we can get out every day in the winter"; "bush land is more profitable"; "you have plenty of fire-wood and wood for repairing machinery, fence posts, lumber for building, etc."; "no blizzards in winter, no wind-storms in summer, there is shelter for stock, and good water";



N. T. Railway station at Hearst, Algoma District.

"we have better homes and not so great loss with frost and hail"; "the deadly monotony of the prairie is outdone by the varied forms of foliage, giving relief both to eye and mind"; "there are beauties beyond description in the spring, only imagined on the long, unbroken prairie"; "it has many advantages—scenery, shelter, fuel, lumber, pine atmosphere, delightful walks, shaded"; "there is more

employment in the winter months"; "one can manage with the bush life without capital better than in the prairie"; "the bush has too many advantages to mention in short space"; "I would not think of living in the prairie as long as I could get a bush farm"; "the bush farm for me."

The prairie has its own advantages, and we wish it all success, but Ontario naturally wishes a share of it.



Farm residence, Livingston Creek, Algoma District.

SUMMARY OF LEADING FEATURES.

Here, then, is a great land impossible to describe within the short limits of pamphlet space: a land of elbow-room, where the able and willing worker can make an independent home for himself and call no man master upon earth, where men can begin with little or no capital, where, however, capital is a distinct advantage, and yet where men have succeeded without it: a magnificent forest land, with innumerable lakes, lakelets, streams, and rivers, where stock-raising and dairy possibilities are great, and where the hunter or fisher can sometimes turn aside for pleasurable recreation and profit: a land of world-known mining resources, of mighty water-powers and electric energy: a young giant land in process of growth.



Farm buildings, Tp. Palpoonge, Thunder Bay District.

where thousands of miles of road and railway are trying to keep pace with the essential needs of the farming man, where villages, towns and cities, with schools and churches and wonderful modern conveniences, have sprung up and are growing and extending, and where markets are comparatively near to southern and eastern civilization; a land where men have much to do and are in earnest and do not therefore feel lonely; in short, a land which can develop a virile prosperous race, and which will yet be the home of millions.

DISTRICT REPRESENTATIVES.

These officials are Agricultural College graduates representing the Department of Agriculture. Distributed among farming communities they give practical assistance for the betterment of farm conditions, make drainage surveys, encourage improvement of live stock, give short courses of instruction in judging stock and seed, organize Farmers' Clubs and other Associations, interest public schools, distribute many bulletins and newspaper articles and so on. The office of a Representative is the local centre of organized activity where many farmers call and have skilled advice, or read agricultural papers, or see the best kinds of tested grasses, forage crops, roots and seeds. They practically teach double returns from the ordinary farm. These valuable Representatives deal with all the great districts of Northern Ontario.



Field of barley on the Monteith Farm.

ONTARIO GOVERNMENT DEMONSTRATION FARM, MONTEITH.

The Farm is on a line of latitude about 90 miles south of Winnipeg, or 25 miles south of the southern boundary of Manitoba, and occupies a testing situation in the Clay Belt. It was established some years ago and covers 850 acres, 150 of which are cleared. By means of it every effort is made to encourage settlers to improve their live stock and to stick to useful breeds, to prove what varieties of field crops are most adaptable to northern conditions and to recommend the best. Well-bred animals are at the disposal of the settlers and a supply of good seed at reasonable prices. Attention is also given to drainage, the clearing of land and methods of cultivation. The farm superintendent is ready to advise settlers and to attend agricultural meetings throughout the district. A farmers' picnic or short course of instruction has been held at the farm for the past two years and 1,500 keenly interested people were present on each occasion from New Liskeard to Cochrane.

ACQUIRING A TITLE TO PUBLIC LANDS.

New Ontario is divided into eight districts comprising Nipissing, Timiskaming, Sudbury, Algoma, Thunder Bay, Rainy River, Kenora, and Patricia.

The districts are divided into agencies in charge of a Land Agent, whose duty is to give information, receive applications, and supply forms of affidavits.

Agricultural lands open for disposal may be obtained—

- (1) BY PURCHASE.
- (2) BY FREE GRANT.

TOWNSHIPS FOR SALE IN NEW ONTARIO.

Quantity and Terms.

The townships open for sale are subdivided into lots of 320 acres, or sections of 640 acres, and according to the regulations now in force a half lot or quarter section of 160 *acres*, more or less, is allowed to each applicant. The price is 50 cents an acre, payable one-fourth cash, and the balance in three annual instalments with interest at 6 per cent.



Govt. demonstration drainage field, Timiskaming Dist.

The applicant must be a male (or *sole* female) head of a family, or a single man over 18 years of age.

The sale is subject to the following conditions: The purchaser must go into actual and *bona fide* residence within six months from date of purchase, erect a habitable house at least 16 x 20 feet, clear and cultivate at least 10 per cent. of the area of the land, and reside thereon for three years.

The intending purchaser should make application to the Crown Lands Agent in charge of the township in which the land is situated, and file the affidavit required.

No person shall be permitted to hold more than one location, being unpatented land, of one hundred and sixty acres either by purchase directly from the Crown or from or under a purchaser by assignment or tax deed; but a settler who has performed the necessary settlement duties upon one location of 160 acres and obtained a patent therefor may purchase another location of 160 acres, subject to all the other conditions contained in above paragraph.

Failure to go into residence within six months and perform the settlement duties as aforesaid, or any of them, renders the sale liable to forfeiture.

Proxy Settlement.

A person who desires to purchase under these regulations may put an agent in residence for him, who shall reside permanently upon the land at least six months in each year, and cause to be cleared and put under cultivation not less than twenty per cent. of the said land, whereof not less than five acres shall be cleared and put under cultivation each year.

These conditions apply only to lands lying north of Lake Nipissing and the Mattawan and French Rivers and the Georgian Bay, in townships appropriated for sale for agricultural purposes.

Applications are not received for any public lands until they are formally opened for sale by Order-in-Council.

Nearly all the lands now open for sale are *subject to timber license*, which authorizes the holder of the license to cut pine and other kinds of timber. After a lot has been regularly sold, however, it drops from the license all kinds of timber except pine, and the purchaser has the right to cut and use such pine trees as may be necessary for building or fencing on his land, and may also cut and dispose of all trees that he requires to remove in the actual process of clearing the land for cultivation. The pine trees so cut and disposed of are subject to the ordinary timber dues. Although the timber other than pine is dropped from timber license, after the sale of the land is carried out, the purchaser is not entitled to cut and dispose of any kind of timber until he has gone into actual *bona fide residence* on the land, resided thereon continuously for six months, built a habitable house 16 x 20 feet, and cleared and put under cultivation two acres at least.

At the expiry of three years from the date of sale, and upon payment in full of the purchase money and interest and proof of the completion of the settlement duties required by the regulations, the purchaser is entitled to a patent for his land.

Lands which are thus open for sale are in the districts of Nipissing, Sudbury, Algoma, Rainy River, and Timiskaming.

Islands and Summer Resorts.

Points of land on the main shore or parts of township lots may be disposed of for \$10.00 where the area does not exceed two acres, or at \$5.00 per acre where the area exceeds two acres. Islands may be purchased at \$10.00 an acre.

Only one parcel may be patented to one individual. No summer resort may exceed 25 acres in area, and where an island exceeds that area it shall be subdivided into two or more locations and in such a manner as not to impair the value of the unapplied-for portion and in the case of large islands, if the nature of the ground will permit, the frontage along the water of any one location shall be approximately half the depth thereof, but in no case shall it exceed the depth. In laying out locations along the shore of large islands where the rear line of the location does not extend to the centre of the island, a road allowance 66 feet in width may be reserved between locations to afford access to the interior of the island, where deemed necessary, or expedient, or along the shore thereof. When an application is accepted by the Department for an island already surveyed, or for part of a township lot which can properly be described or designated without a survey, the applicants shall pay into the Department the purchase price in full on or before the expiration of fifteen days from the date of the acceptance, in default of which the application may be treated as having lapsed. Where a survey is required, thirty days will be allowed for the filing of the same where the application is made between the first

day of May and the first day of November following, and six weeks where the application is made between the first day of November and the first day of May following, provided the approximate amount of the purchase price has been paid on or before the expiration of fifteen days as above: in default of the payment or filing of the survey as above the application may be treated as having lapsed. No survey of any summer resort, either island or mainland, to be made until after the application has been accepted by the Department, and permission to make said survey given.

The pine timber and mines and minerals are reserved, otherwise the sale is unconditional, excepting in the case of the islands in St. Joseph's Channel of Lake Huron, where a purchaser is required to build a house of the value of at least \$200 within one year, and islands in the Georgian Bay, where a purchaser is required to expend not less than \$300, within eighteen months from the date of sale, in building or other improvements. The islands in Lake Temagami are leased under special Regulations.



Going down Fredericthouse River.

Applications for purchase or for any information should be made direct to the Department of Lands, Forests and Mines.

Taxes.

Lands sold under the Public Lands Act are subject to assessment for municipal and school taxes from date of sale, and the interest of the purchaser is also subject to sale for non-payment of taxes.

FREE GRANTS AND HOMESTEADS.

Public lands which have been surveyed and are considered suitable for settlement and cultivation, and not valuable chiefly for minerals or pine timber, may be appropriated as *Free Grants*; and such lands may be located in any of the districts comprising New Ontario, except in Timiskaming.

WHO MAY LOCATE AND THE QUANTITY.

In all the districts with the exception of Rainy River and Kenora, the township of Paipoonge in Thunder Bay and 6 townships in Nipissing, townships are subdivided into sections and quarter sections, or into lots of 160 or 320 acres each and the locatee, whether he be a single man over eighteen, or the head of a family with children, is entitled to 160 acres only, and he may purchase an additional 160 acres at the rate of 50 cents per acre, cash.

In the Districts of Rainy River and Kenora an applicant is entitled to 160 acres, as a Free Grant, and the male or sole female head of a family with children under 18 may purchase an additional 80 acres at 50 cents per acre, cash.

In St. Joseph's Island, and in the Townships of Paipoonge in Thunder Bay and Cameron, Papineau, Calvin, Bonfield, Ferris and Mattawan in Nipissing, where lots are divided into 100 acres each, *the male head of a family or the sole female head of a family, having a child or children under eighteen years of age residing with him or her, may be located for 200 acres as a Free Grant; and may also purchase an additional 100 acres at the rate of 50 cents per acre, cash.*



Field of corn (maize), Manitoulin Island.

NECESSARY SETTLEMENT DUTIES.

The duties entitling the locatee to his patent are as follows:

- (a) At least 15 acres to be cleared and under cultivation, of which 2 acres, at least, are to be cleared and cultivated annually during the 3 years.
- (b) A habitable house to be built at least 16 x 20 feet in size.
- (c) Actual and continuous residence upon and cultivation of the land for 3 years after location, and thence to the issue of the patent.

A locatee is not bound to remain on the land all the time during the 3 years; if obliged to work out, or has other good cause, he may be absent for not more than 6 months altogether in any one year. He must, however, make it his home, and clear and cultivate the quantity of land required (two acres, at least) each year.

FORFEITURE.

In case the locatee fails to perform the settlement duties required by law, his location is liable to forfeiture, and may be cancelled by the order of the Minister. Applications for cancellation must be made through the local agent, and supported

by the affidavits of the applicant and at least two credible witnesses who will show what the present position of the lot is; whether the locatee ever occupied or improved, and, if so, to what extent, and the value of the improvements; when he ceased to occupy; and his address, if known.

The mortgage of a homestead by a locatee to another person before the issue of his patent is invalid, and cannot be recognized by the Department. This does not, however, apply to the devise of a Free Grant lot by will, nor to transfers of land by a locatee for church, cemetery or school purposes, or the right of way of railroads.

A locatee shall not, without the consent in writing of the Minister of Lands, Forests and Mines, assign his interests.

In all sales actually carried out prior to the 4th May, 1891; in all grants of land made under old Statutes or Regulations containing reservations of the mines and minerals; and in all grants issued prior to the 14th April, 1908, of lands which were sold subsequent to the 4th May, 1891, with a reservation of the mines and



Orchard, Tp. Wainwright, Kenora District.

minerals the reservations are rescinded and void, and the mines and minerals belong to the owner of the soil, unless they have already been staked out, recorded, leased or granted under the Mining Act of Ontario.

In townships which are open for sale for agricultural purposes, lands sold since 4th May, 1891, and hereafter to be sold, are subject to a reservation of the mines and minerals, and the patent when issued will contain such reservation, but any purchaser or owner of land may request to have his land examined by an officer of the Department appointed for the purpose, and if the report of the officer shows that such land is not valuable for mines or minerals, and that the purchaser or owner is in actual residence with substantial improvements, the patent, upon an order by the Minister to that effect, will be issued without the reservation of the mines and minerals unless they have been already staked out, recorded, leased or granted under the Mining Act of Ontario.

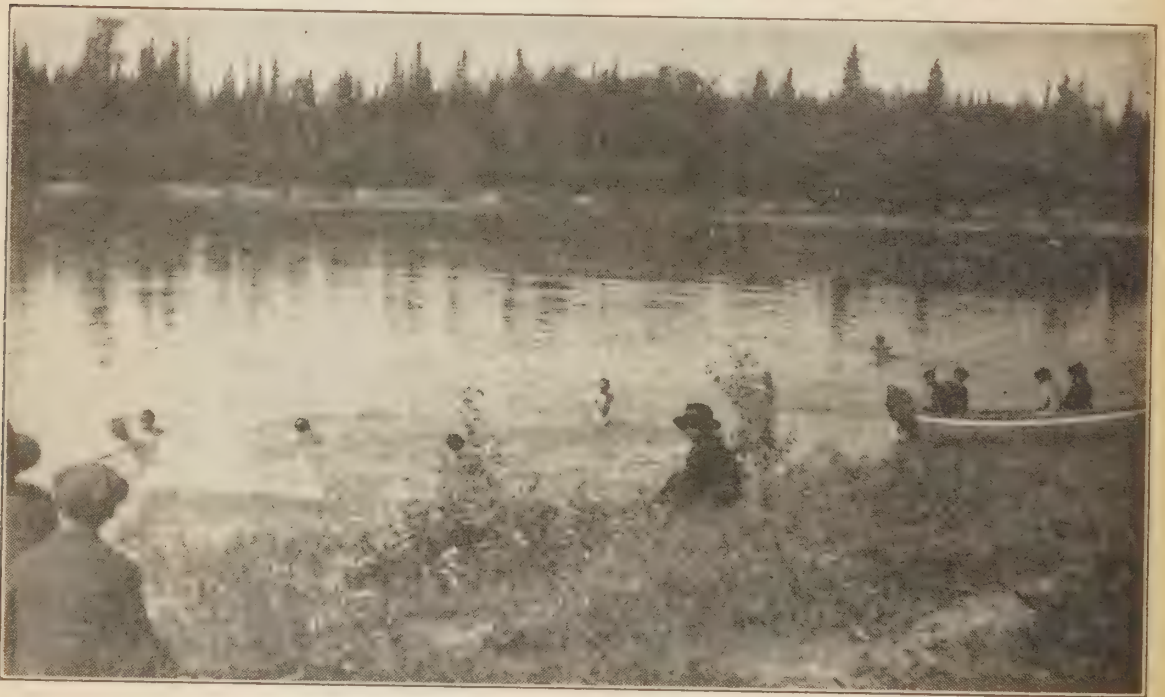
EXEMPTION FROM DEBT.

The land while owned by the locatee, his widow or heirs, is exempt from liability for debt during twenty years from the date of location. This exemption does not, however, extend to a sale for taxes legally imposed.

RESERVATIONS.

In case the lands in a township or portion of a township which are not under a license to cut timber are brought under the operation of the Public Lands Act, after the 14th April, 1908, the Minister of Lands, Forests and Mines may, after inspection and report under authority of an Order-in-Council, open such lands for location to actual settlers without reservation of the pine trees, mines and minerals, and the patent when issued for such land shall expressly grant the pine trees and mines and minerals, but the locatee shall not be entitled to cut and dispose of the pine trees except for building, fencing, fuel and in course of clearing, until he shall have been six months in actual residence with a house 16 x 20 feet erected, and have six acres cleared.

The mines and minerals are reserved in all locations, sales and patents made or issued under the Free Grants and Homesteads Act, which came into force on



Back of Moose Factory, James Bay, 150 Miles North of Cochrane.

the 13th February, 1868, and the mining rights may be staked out, recorded and granted in the manner provided by the Mining Act of Ontario; but in such case the owner of the land is entitled to compensation for injury to the surface rights caused by mining operations. In case, however, where land has been patented under the Free Grants and Homesteads Act, and the mines and minerals have not been staked out or granted prior to the 14th April, 1908, the reservation of such mines and minerals is now by law rescinded and they belong to the owner of the soil; and in case of land located as a Free Grant or sold under the said Act but not patented in a township already open, the locatee may ask to have his land examined by an officer of the Department, and if his report shows that the land is not valuable for minerals and that the locatee is in actual residence with substantial improvements, and if the mines and minerals have not been staked out or granted, the reservation shall be rescinded and the patent when issued shall expressly convey the mines and minerals.

The timber regulations are similar to those under "Townships for Sale."

TAXES.

Lands located or sold under the Public Lands Act or the regulations made thereunder, are liable to taxation from the date of such location or sale, and where taxes assessed on such land are in arrears for three years, the interest of the locater or purchaser may be sold in the manner prescribed by law.

NEW TOWNSHIPS.

New townships will be surveyed and opened for settlement in different parts from time to time as required, but it is important in the interests of the settlers as well as the Province to concentrate the settlement as much as possible, so that roads may be constructed, churches and schools established, and other conveniences placed within the reach of the settlers that would not be possible where settlements are sparse, and consequently squatting in townships not opened for settlement will not be encouraged.

For further information apply to

H. A. MACDONELL,

Director of Colonization,

Parliament Buildings,

Toronto, Ontario, Canada.

Or to

RICHARD REID,

Ontario Government Agent,

163, Strand, London, England.



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